WORLD NEWS INCLUDING - INCIDENTS, CONTAINER FLEETS, CRUISE SHIPS AND FERRIES

Shipping

TODAY AND YESTERDAY

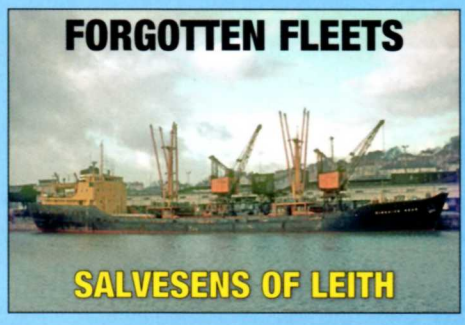
SEPTEMBER 2021

£4.40
No. 378

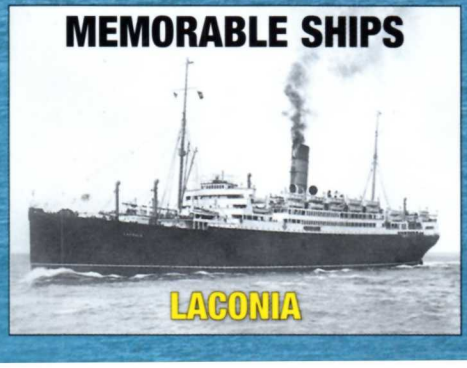
www.shippingtandy.com

NEWBUILD OF THE MONTH
Nexans Aurora

THE OLDENDORFF FAMILY OF SHIPOWNERS
100 Years



PORT OF CALL
Kuantan

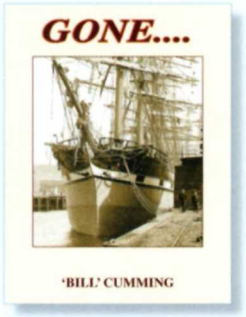


THROUGH THE EYES OF THE ARTIST
The Art of J.G. Frans Naerebout

FISHING TRIPS AND MERCHANT SHIPS
Pilot Launches at Work

HISTORICAL BOOKS

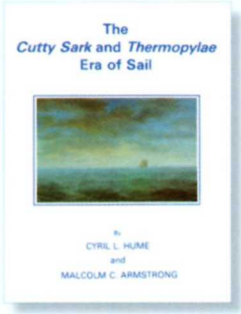
from Brown, Son & Ferguson Ltd



GONE....

The advent of the 4-masted Iron sailing ship unexpectedly prolonged the usefulness of windjammers into the age of steam ships. It is the human story of events at the high point of merchant sail-power between 1870 and 1907.

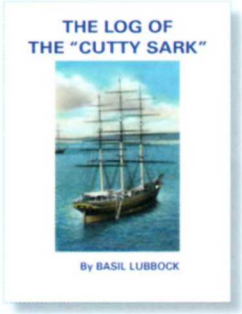
Here the careers of each of the twelve 4-masters are revealed in detail for the first time in one publication.



THE CUTTY SARK AND THERMOPYLAE ERA OF SAIL

This is a book to be read for pleasure; true anecdotes take precedence over technical reference material. It will appeal to avid collectors and to newcomers alike.

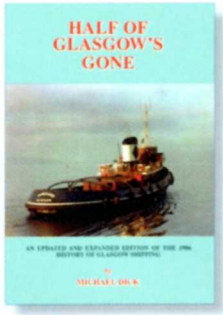
A useful glossary of nautical terms has also been included.



THE LOG OF THE CUTTY SARK

A history of the famous tea and wool clipper, Cutty Sark, considered to have been the fastest of all the clippers.

Included are numerous illustrations, scale plans of her lines, mid-ship section and sail area.



HALF OF GLASGOW'S GONE

This updated second edition describes the heyday, decline and subsequent redevelopment of Glasgow's Docks. The original photographs have been remastered with many new ones added.

This book records an important part of Glasgow's heritage and a similar pattern of change, redevelopment and regeneration can be seen in other British ports whose roots lay in the 19th century.

BROWN, SON & FERGUSON, LTD.
NAUTICAL PUBLISHERS FOR OVER 180 YEARS

A free catalogue of our publications is available on request. Please write to: **Brown, Son & Ferguson, Ltd. 426 Drumoyne Road, Glasgow G51 4DA**
You can also contact us by phone on: **0141 883 0141** or via e-mail at: **info@skipper.co.uk**
All of our publications are also available from our website: **www.skipper.co.uk**

COLTRACO Ultrasonics

We are delighted to bring to our customers, our brand new multiple echo ultrasonic thickness gauge for measuring thicknesses of various metals and plastics. This intuitive technology is accurate to 0.01mm and ignores paint coating up to 20mm in thickness, giving you the true metal only thickness with unbeaten accuracy. It operates at different frequencies from 2.25 MHz – 7 MHz giving you the flexibility to test a wide range of wall thicknesses. With A-scan functionality and oscilloscope trace function, you can now observe your material condition and verify the correct return backwall echo based on the most accurate and reliable results for your pipework inspection. You have the choice of choosing from 12 different materials from the pre-loaded material database, giving you immediate testing capabilities on a wide range of metals and plastics. There is also the option to input sound velocity to test custom materials. The LCD display has a backlight to allow you to work in those often dark, poor visibility spaces we know are difficult to efficiently inspect. This instrument is ideal for both onshore & offshore applications. For offshore applications, the instrument meets Classification Society requirements for marine thickness gauging inspection equipment and it is housed in an IP65 enclosure. Our innovative solution is the result of incorporating all the benefits of our previous ultrasonic thickness gauge range, to deliver a user-friendly, robust and accurate multiple echo thickness gauge on the market.

Discover more today: https://coltraco.com/ or contact maryconnie@coltraco.co.uk

Published By:
Tandy Media Ltd.
PO Box 302, Bexhill-on-Sea,
TN40 9HN

EDITORIAL
Editor: Nigel Lawrence
E: editor@shippingtandy.com
The Editor welcomes the submission of editorial material which should be accompanied by return postage and submitted to the address above. Tandy Media Ltd. accepts no responsibility for loss or damage to materials supplied.
If you have a question or query you wish to raise with the Editor they should be writing to the Tandy Media address. The Editor is not based at the Tandy Media offices and asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at Tandy Media do not have access to the information you require and therefore cannot answer your questions on the phone. Tandy Media cannot undertake research into specific or general queries.
Picture Guidelines: Please do not send originals and ensure your name and address is on all material submitted. All digital images should be at least 300dpi and with a print size width of 21cm. They can be sent by email but only individually.

SUBSCRIPTIONS
Subscriptions, back issues and binders are available from Shipping T&Y.
Annual subscription rates:
UK £51.50, Europe £70, Rest of the World £75. We accept cheques and postal orders in Sterling made payable to Shipping T&Y and can also accept most credit/debit cards.
Shipping T&Y, Tandy Media Ltd.,
PO Box 302, Bexhill-on-Sea,
TN40 9HN
T: 0203 745 3367
E: subs@tandymedia:com

ADVERTISING
Advertising Manager:
Simon Briant
T: 01273 594455
E: simon@sdbmarketing.co.uk
Shipping T&Y reserves the right to suspend or refuse any advertisement without giving reasons. Whilst every care is taken to avoid mistakes Shipping T&Y cannot be liable in any way for any errors or omissions. Nor can the publishers accept responsibility for the bona fides of advertisers.

COPYRIGHT
All articles, images and illustrations published in Shipping Today & Yesterday are strictly copyright of the authors and the publisher and may not be reproduced in any form without prior written permission. All photos are the property of the Editor unless otherwise stated.
© Shipping T&Y 2021

MIX
Paper from responsible sources
FSC® C017177
www.fsc.org

Shipping
TODAY AND YESTERDAY

Contents

September 2021 | Issue 378 | ISSN: 0958-7683

FEATURES

17 **80 YEARS AGO**
British Merchant Ships lost in September 1941

18 **MEMORABLE SHIPS**
Laconia

24 **THE OLDENDORFF FAMILY OF SHIPOWNERS**
100 Years

36 **THE SINKING OF S.S. QUETTA**

38 **FISHING TRIPS AND MERCHANT SHIPS**
Pilot Launches at work

42 **THROUGH THE EYES OF THE ARTIST**
The art of J.G. Frans Naerebout

46 **PORT OF CALL**
Kuantan

54 **FORGOTTEN FLEETS**
Salvesens of Leith

REGULARS

4 **NEWS REPORT**
The latest news from around the world

8 **CRUISE NEWS**
New luxury brand, Southampton's fifth terminal opens

12 **FERRY NEWS**
Stena rebuild delivered, Flying Ferries

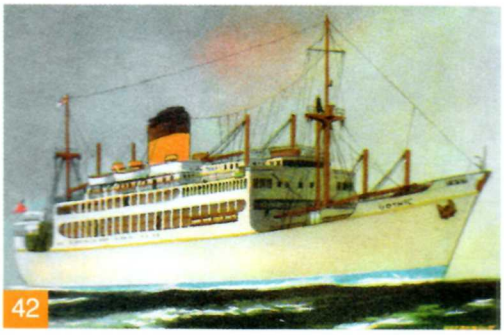
14 **NEWBUILD OF THE MONTH**
Nexans Aurora

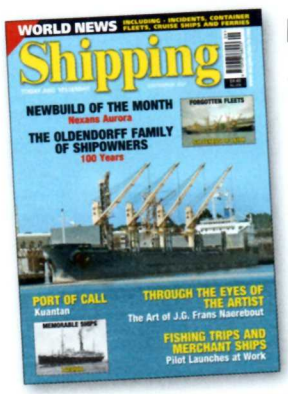
34 **PHOTO OF THE MONTH**
Zella Oldendorff

62 **READERS' CORNER**
Unknown Ship

64 **BOOK REVIEWS**
Mariners' Memorabilia, Queen Elizabeth 2, The Ambush of SS Persia, Full Ahead Extra

66 **CLASSIFIED ADVERTS**





FRONT COVER:

The 19,883gt Cathrin Oldendorff at Portland, Victoria in February 2006. She was built by Jukogyo at Saiki in 2003. In 2014 she was sold to Asan Merchant Marine as Joo Doo and in 2020 she joined Sea Net Shipping as SN Glory.

See article on page 24.
Nigel Lawrence

OCTOBER EDITION WILL BE ON SALE ON 14th SEPTEMBER

NOTABLE INCIDENTS

On 3rd June the 87,967gt/2011-built and 316m long/8,540 TEU capacity containership **OOCL Durban**, operated by Orient Overseas Container Line (OOCL), collided with the moored 32,720gt/2021-built and 2,940 TEU capacity **YM Constancy** and a gantry crane while manoeuvring towards her berth at the Port of Kaohsiung. The **YM Constancy** suffered minor hull damage but the gantry crane suffered considerable damage during its fall and damaged a second gantry crane adjacent to it. The incident also damaged 30 to 50 containers but the **OOCL Durban** was not carrying any cargo at the time.

The 54,152gt/2007-built and 5,090 TEU capacity **Ital Libera**, operating for Evergreen, became a Covid refugee in April following the death of her Italian Captain, Angelo Capurro, 61, on 13th April in Indonesian waters having contracted Covid-19. Other crewmembers also contracted the virus whilst the ship was en route from Durban to Singapore. A host of Asian ports have since denied the ship access and the captain's family became increasingly distraught. Force majeure was then declared and the ship was diverted to call at an Italian port first in order to repatriate the captain.

The 2,370gt/1986-built cargo vessel **River Thames** ran aground on a sandbar south of Formentera, Ibiza in early June. A tug was requested to tow the ship and her crew of 9 clear of Migiorn Beach when the tide permitted. The vessel was carrying a shipment of wood pulp and clay at the time of the mishap.

Moira Brooks-Effard

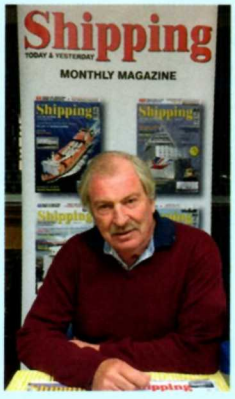
On 16th June the 9,957gt containership **Devon** (above) was the cause of a mid-sea oil spill about 450kms southeast of Chennai. Whilst en-passage from Colombo to Haldia, West Bengal, the ship had developed an underwater crack in her fuel tank, which contained around 120,000 litres of Very Low Sulphur Fuel Oil. The damage resulted in the spillage of around 10,000 litres of oil into the sea before preventive action was taken and the remaining oil in the tank was transferred to another tank by the ship's crew. The ship was carrying 382 containers and had a crew of 17 aboard. The next port of call was Haldia around 18th June.

On 20th June Hamburg Sud's 118,938gt/2014-built and 10,500 TEU capacity **Cap San Antonio** hit the passenger jetty at the port of Santos in Brazil. The ship suffered a hole in her portside hull with some ballast water leakage. In 2018, a similar accident happened involving a Hapag-Lloyd ship and the same jetty.

On 23rd June the owners and insurers of the Ever Given were said to have reached agreement in principle in a compensation dispute with the Suez Canal Authority, their representative and the canal's Chairman. The Ever Given has been anchored in the Bitter Lake since she was freed from blocking the canal after 6 days on 29th March. All parties agreed to settle this issue in a peaceful way without going through the courts and agreed on a final settlement. The deal was being drafted to be reviewed by the Suez Canal Authority (SCA). The SCA had demanded $916 million in compensation to cover salvage efforts, reputational damage and lost revenue before publicly lowering the request to $550 million. The Ever Given's Japanese owners, Shoei Kisen, and its insurers have disputed the claim and the ship's detention under an Egyptian court order. The settlement reached was seen as satisfactory by the canal authority. On 5th July came the very welcome news that the Ever Given could resume her voyage on 7th July, 106 days after she entered the Suez Canal. The ship was expected to head to Rotterdam with the SCA saying that it would hold a ceremony to mark the ship's departure.

Nigel Lawrence

On 25th June the 60,862gt/1995-built **MSC Messina** (above) suffered a fire whilst en route from Colombo to Singapore which, sadly, caused the death of one crewmember. The fire started in the engine room when the ship was 480 nautical miles from the coast of Sri Lanka with 28 crew aboard. She had unloaded 2,000 containers at the Port of Colombo and was carrying only 38 containers for discharge in Singapore. The 153,115gt/2012-built **MSC Deila** was in the area and stood by the vessel until a salvage tug, the **Vigor**, arrived from Singapore to tow the disabled 300m long **MSC Messina**.



EDITOR'S LOG

In May 2021, the Maritime Safety Committee finalized its regulatory scoping exercise on Maritime Autonomous Surface Ships. This offers clear guidance on the way ahead.

A landmark was reached in November last year when the 3,221gt container ship Yara Birkeland was delivered from the Vard shipyard at Braila, Romania. Not just an ordinary container ship, the Yara Birkeland is an autonomous container ship, better known as a maritime autonomous surface ship (MASS). These are crewless vessels which are operated with little or no human interaction. The 120 TEU Yara Birkeland is expected to enter service very soon.

The Yara Birkeland project has been supported to the tune of NOK 133.6 million (US$15.9 million) by Enova, an initiative spearheaded by the Norwegian government's Ministry of Climate and Environment. Yara will deploy the vessel on routes between its fertiliser plant at Porsgrunn and the ports of Brevik (to the south) and Larvik (to the south-east). The operator claims that Yara Birkeland will have the potential to reduce diesel-powered truck haulage by approximately 40,000 journeys per year, thus drastically reducing NOx and CO2 emissions.

The IMO's Maritime Safety Committee (MSC) have agreed to include the issue of marine autonomous surface ships on its agenda. This would be in the form of a scoping exercise to determine how the safe, secure and environmentally sound operation of Maritime Autonomous Surface Ships may be introduced in IMO instruments.

The MSC recognized that IMO should take a proactive and leading role, given the rapid technological developments relating to the introduction of commercially operated ships in autonomous mode. The scoping exercise is seen as a starting point and is expected to touch on an extensive range of issues, including the human element, safety, security, liability and compensation for damage, interactions with ports, pilotage, responses to incidents and protection of the marine environment.

Technology never stands still and this is the first step in a revolutionary design of vessels. As a bit of a dinosaur, I have concerns about any form of transport without direct human control, but like it or not it is the way the world is going.

However, I shall watch developments with much interest.

On a sad note, I was sorry to learn of the passing of one of our contributors, Captain Sandy Kinghorn. Sandy, an ex-Blue Star man was always entertaining with a depth of knowledge. I send my sympathies to his daughter Sue and the rest of his family.

editor@shippingtandy.com

CONTAINER FLEETS

2M Alliance decided in June to adjust the sailing programme of its Asia-Europe network in order to manage the recent challenging situation of severe port congestions globally. The partnership comprises of Maersk and Mediterranean Shipping Company (MSC) and revised Far East Asia to North Europe services operated by the 153,115gt/2012-built MSC Deila, 194,849gt/2014-built Madison Maersk and 194,250gt/2017-built MSC Leanne in July and September. This situation was driven by a combination of rapidly increased demand and measures to fight the pandemic across ports and supply chains in general with departures being separated by over 7-days in some cases.

BAL Container Line, a privately owned company in China, founded in 2012, has become another entrant into the Transpacific and Asia-Europe services, attracted by the unprecedented hike in freight rates. BAL completed its maiden Transpacific voyage when the chartered 25,145gt/2016-built and 2,190 TEU capacity Queen Esther arrived at Los Angeles on 10th June having sailed from Ningbo-Zhoushan Port on 26th May. BAL scheduled more transpacific sailings in the following weeks with chartered feeders departing from different ports in China and arriving at the Port of Los Angeles. In May BAL made a one-off Asia-Europe service run with the 18,326gt/2010-built A Daisen from Shanghai and Ningbo-Zhoushan to Rotterdam. Another one-off Asia-Europe sailing was followed on 5th June, when the 17,887gt/2002-built and 1,206 TEU capacity BAL Peace commenced her voyage from Ningbo-Zhoushan and Da Chan Bay to Zeebrugge and Rotterdam, arriving 5th/8th July respectively.

China United Lines (CUL) has expanded its orderbook after purchasing two 2,400 TEU capacity ships from Yangzijiang Shipbuilding, with delivery in late 2023. CU Lines already has four 1,900 TEU newbuildings on order at China State Shipbuilding Corporation (CSSC)'s Huangpu Wenchong Shipbuilding. Primarily an intra-Asia carrier, CU Lines ventured into the Asia-Europe segment in February 2021, another operator tempted by historically high freight rates on the trade. After a few random sailings, a promising response persuaded the company to make its Asia-Europe Express (AEX) service bi-weekly. CU Lines operates more than 30 routes, covering mainly destinations within China and across Asia. In April 2021 it also began three services between Japan, Taiwan and South-east Asia.

CK Line has developed a multimodal transportation network to connect Qinzhou in China's Beibu Gulf with inland areas of China and South Korea in 10 days and with Vietnam and Thailand in a week. Chengdu, Chongqing, and Qinzhou in inland western China are connected by rail and then South Korea and Southeast Asian countries are connected by sea from Qinzhou. CK Line provides rail links to its existing Hai Phong Express (HPX) and South China-Thailand (SCT) services. HPX has been operating for 10 years while SCT started as a bi-weekly service in March 2021, before being expanded to a weekly service in May. SCT is served with two 700 TEU capacity ships, the 5,403gt/2004-built Marvel and the 7,409gt/2000-built Bal Star, which run alternately between Hong Kong, Nansha, Qinzhou, Hai Phong, Bangkok, Laem Chabang and Hong Kong. Operated in conjunction with HMM, the HPX route is Incheon-Busan-Hong Kong-Hai Phong-Qinzhou- Xiamen-Incheon.

CMA CGM announced in June that its EUROSAL service would suspend the call at the Port of Le Havre for a period of three months from 6th July. This decision was made due to heavy congestion and a lack of productivity in recent months in Northern Europe, which has affected the schedule reliability of its EUROSAL service. CMA CGM did not expect the situation to improve in the short term and decided to reshuffle the service, which connects Northern Europe with the west coast of South America and the Caribbean. So, the temporary port rotation of the service will be Rotterdam-London Gateway-Hamburg-Antwerp-Caucedo-Cartagena-Manzanillo-Buenaventura-Posorja-Callao-Puerto Angamos-San Antonio-Callao-Posorja-Manzanillo-Cartagena-Caucedo-Rotterdam. The coverage of Le Havre imports/exports will be offered via transhipment in Antwerp. The French company also announced the implementation of a new Short Sea Med service, TMX 3 (Turkey Med Express 3), which will connect Western Turkey and Adriatic. CMA CGM deployed two 850 TEU capacity ships on the new weekly service, which began on 7th July. The TMX 3 port rotation is Ambarili-Gebze-Gemlik-Trieste-Koper-Venice-Malta-Ambarli.

On 29th June the 236,583gt/2021-built CMA CGM Sorbonne, the latest in a series of nine 23,000 TEU capacity vessels powered by LNG, joined the CMA CGM fleet (above).

Desgagnés opened an inland feeder service between Hamilton and Montreal in Canada from 10th June, deploying its 9,611gt/2009-built multipurpose tweendeck, Lo-Lo cargo ship Sedna Desgagnés on the new service. The vessel will carry approximately 350 TEU, originating in the Greater Toronto and Hamilton Area from Hamilton Container Terminal to Montreal, from where these containers, carrying a diverse range of cargoes, will be loaded onto other vessels destined for various overseas ports.

Euroseas has signed a contract with Hyundai Mipo Dockyard Co. in South Korea for the construction of two Eco design fuel-efficient and 2,800 TEU capacity containerships for delivery in 2023.

Evergreen Marine has added to its vast orderbook with a contract at the Shanghai-based Hudong-Zhonghua Shipyard to build a pair of 24,000 TEU capacity ships. The newbuilds will be delivered in 2024. Evergreen's orderbook is the second largest among all of the container operators, after Mediterranean Shipping Co. (MSC). One of Evergreen's newbuilds, the 215,000gt/2021-built Ever Ace, will break records with a 23,992 TEU capacity. The ship was due for delivery from Samsung Heavy Industries in July, with her nominal intake ensuring it surpasses HMM's latest series of Megamaxes by just 28 TEU to take the mantle of the world's largest containership.

Global Ship Lease concluded a deal with Borealis Finance in June to acquire 12 containerships with an average capacity of around 3,000 TEU and an average age of 11 years. All vessels are on charter with shipping companies with remaining charter durations of 3 to 25 months. Deliveries to Global Ship Lease are scheduled for the third quarter of 2021, taking the fleet to 62 containerships, with a total capacity of 322,770 TEU.

HMM diverted a post-Panamax container ship from its East Asia-India service to fulfil what is known as an "extra loader" Transpacific service in mid-June. The 75,308gt/2007-built and 7,000 TEU capacity HMM Jakarta departed Busan for Long Beach and was expected to arrive in Tacoma on 10th July. The ship was loaded with 6,000 TEU, with the shipments from local small and mid-sized customers represented more than 60% of the cargo. On 16th June, HMM held the naming ceremony for the 152,003gt/2021-built HMM Daon, the seventh 16,000 TEU capacity containership newbuild, at Hyundai Heavy Industries in Ulsan. On 29th June HMM signed newbuilding contracts with Daewoo Shipbuilding & Marine Engineering (DSME) and Hyundai Heavy Industries (HHI) for twelve 13,000 TEU capacity container vessels. These orders will take the HMM fleet past the 1m slot capacity mark for the first time. DSME and HHI will build 6 vessels each, all scheduled for delivery in the first half of 2024 and equipped with hybrid scrubbers and designed to be LNG-ready.

Hapag-Lloyd announced in early June the successful conversion of the 153,224gt/2014-built and 15,000 TEU-capacity Brussels Express (above) to run on liquefied natural gas. In completing the conversion, the ship becomes the first 'large' containership to make the switch to LNG propulsion. The ship was previously named Sajir and began the conversion back in September 2020 at the Huarun Dadong Dockyard in Shanghai, China, where personnel used a floating crane to hoist and install the 1,300t LNG tank into the ship. The ship was later renamed in recognition of the European Green Deal signed. While the Brussels Express was not operating exclusively with LNG upon returning to service (as final preparations were being completed) the ship was expected to undergo her first complete LNG bunkering in Singapore on the next round voyage. These ships have been financed via a $852 million syndicated green loan that has a maturity of 12 years from the date of delivery. The transaction was concluded in accordance with the Green Loan Principles of the Loan Market Association. The company had already placed an order for 6 ships of the same size at the end of 2020 and they will be deployed on the Europe-Far East routes as part of THE Alliance.

Maersk Line launch two new weekly services, the TPX and TP20, in August that were aimed at tackling the high container demand and operational delays, caused by global congestion. TPX includes port calls in Yantian (China-ICT), Ningbo (China J4) and Los Angeles (US-APMT Pier 400) and will be operated by 3,500 TEU capacity vessels. Maersk has also confirmed details of the construction of its first methanol-fuelled and 2,100 TEU capacity containership.

Mediterranean Shipping Co.'s (MSC) secondhand tonnage buying spree continued in to the summer with the purchase of the 9,528gt/2003-built and 1,102 TEU capacity sisterships Contship Hub and Contship Gem, both of which were already on charter to MSC. Contships subsequently acquired the 9,981gt/2005-built and 957 TEU capacity Vega Omikron, renaming her as the Alpha Legacy. MSC has also purchased the 94,930gt/2014-built and 9,000 TEU capacity Symi I, renaming her MSC Sofia Paz on 2nd June whilst in the Singapore Eastern Anchorage. In June, MSC had purchased between 50 and 60 ships since September 2020. Other purchases around that time included the 25,756gt/2005-built and 2,474 TEU capacity Bomar Resolve, the 28,676gt/2002-built and 2,475 TEU capacity Spring Mas, the 25,407gt/2003-built and 2,478 TEU capacity Nordbaltic, the 40,542gt/2010-built and 4,250 TEU capacity Alabama and the 41,331gt/2010-built and 4,431 TEU capacity Schubert.

MPC Container Ships (MPCC) has entered into an agreement to acquire Songa Container AS and its fleet of 11 smaller containerships, which have an average size of 2,250 TEU and an average age of 11.9 years. Nine of the acquired vessels are fitted with scrubbers, while 3 are equipped with the highest ice-class making them suited for Baltic trades. With this acquisition, MPCC progresses its aim to position itself as the leading intra-regional container tonnage-provider with a combined fleet of 75 ships and a total capacity of around 158,000 TEU.

Seaspan Corporation announced on 23rd June that it has entered into agreements for the construction of two new 12,000 TEU capacity containerships, bringing its newbuild orderbook to 39 ships. The ships are expected to be delivered during the 4th quarter of 2022 and, upon completion, will enter long-term charters with an undisclosed global operator, with purchase options included. Just days later a further six new 15,000 TEU capacity ships were ordered on 28th June bringing its total orderbook to 45. All six will be scrubber-fitted and will enter long-term charters with a leading global container carrier upon delivery. Seaspan then revealed on 25th June that it had extended current lease terms for 17 containerships with China's COSCO Shipping Line. The vessels were initially scheduled to conclude current charters with COSCO for a period of 3 years and now they are extended for a further 3-year term when the present charter period ends. Under the first agreement, Seaspan would charter two vessels in 2021, 13 vessels in 2022, and two vessels in 2023.

P&O Ferries' second ship on the Zeebrugge-Hull Lo-Lo service, the 5,067gt/2000-built Freya (above), made her River Humber debut on 2nd June. The 117m container ship has capacity for 650 TEU and, together with 5,067gt/2000-built sister ship Elisabeth, will offer 6 sailings in each direction every week.

SITC Container Lines has launched a China-Vietnam service (CVS), which connects the port of Incheon in South Korea to the two countries. The service began on 24th June, when the 25,703gt/2002-built and 2,524 TEU capacity SITC Davao departed Incheon on the following port rotation of Incheon-Dalian-Tianjin-Qingdao-Shanghai-Ningbo-Ho Chi Minh-Qui Nhon-Xiamen and Incheon. SITC is deploying 3 ships with a capacity of 2,400 TEU-2,500 TEU. CVS was the 4th newly opened container route from Incheon Port in 2021 with the total number of container services calling the South Korean port reaching 66, including 10 car ferry routes.

Unifeeder has opened a new Southampton-Cork service using the 3,999gt/1998-built Ragna and Cork's Tivoli Container Terminal. The new service to the Irish Sea is further expanding Unifeeder's presence in Northern Europe and will allow a more extensive port coverage. The Cork service runs as a weekly fixed-weekday service and is expected to include Dublin soon.

Wan Hai Lines announced the expansion of its Asia-America network in June by launching a new weekly service between Asia and the East Coast of North America, branded as AA7. The new service is operated by 10 container vessels with a capacity of 2,800-4,000 TEU. The port rotation is Taipei-Xiamen-Shekou-Cai Mep-New York-Savannah-Taipei and the first voyage was scheduled to commence at the Port of Taipei on 18th June. Wan Hai Lines announced an order with Nihon Shipyard in Japan for twelve 3,055 TEU capacity ships on 29th June for delivery in the second half of 2023. This follows two other orders for a dozen 3,013 TEU capacity and five 13,200 TEU capacity ships. Wan Hai Lines Ltd. held remote naming ceremonies on 29th June for the 20,924gt/2021-built Wan Hai 287 and Wan Hai 288. These newbuilds are the 4th and 5th in a series of 2,038 TEU capacity containerships built by China Shipbuilding Trading Co. Ltd. and Guangzhou Wenchong Shipyard Co. Ltd. Ms. Bin Li, General Manager of Midea International Logistics Technology Co. Ltd. and Ms. Li Gui Lan, General Manager of Shenzhen Maoxiong Co. Ltd. named the two vessels respectively. Each ship is 175m long with a deadweight of 23,802, a draught of 10.5m draft and a maximum service speed of 20 knots. The Wan Hai 287 was delivered on 5th July at Guangzhou Wenchong Shipyard and joined Wan Hai Lines' Japan-Vietnam-Malaysia.

W.E.C. Line's new Bilbao service called at Hutchison Ports London Thamesport for the first time on 8th June in the hands of the 7,702gt/2009-built WEC Van Eyck. W.E.C. Lines offers its customers a one stop shop including customs clearance, cross docking, canvas haulage, warehousing and many other facilities.

X-Press Feeders is to charter 4 post panamax 7,000 TEU capacity ships from Eastern Pacific Shipping. The newbuilds have been ordered from China's New Times Shipbuilding and will serve 5-7 year charters. The order is attached with options for two additional vessels, with the ships scheduled for delivery from late 2023 to mid-2024.

BULK and TANKER NEWS

Biglift Shipping's 14,784gt/2011-built Happy Diamond loaded Adelte Passenger Boarding Bridges in Barcelona for shipment to Southampton. On 15th June Associated British Ports announced that it had taken delivery of her cargo, a new £5 million airbridge in preparation for the opening of the new Horizon Cruise Terminal. The 235 tonnes airbridge had been custom built for the Port of Southampton's newest £55 million cruise terminal. Providing ship to shore access for cruise vessels calling in Southampton, the airbridge is designed to adjust automatically with the tide. Horizon Cruise Terminal opened on 3rd July to accommodate the 181,541gt/2021-built MSC Virtuosa, and this airbridge is one of two that are permanently positioned at the state-of-the-art cruise terminal. The airbridge arrived at 102 berth and was tandem lifted into position using specialist quayside cranes.

Concordia Damen has signed an historic contract with Lenten Scheepvaart for the construction of the first ever inland waterway vessel to run on hydrogen. The 3,700gt vessel, to be named Antonie, will be 135m long and boast a revolutionary fuel cell propulsion. She will be used to transport salt between Delfzijl in the north of the Netherlands to Botlek in the Port of Rotterdam for Nouryon.

Euronav of Belgium has sold its oldest ship, the 78,845gt/2002-built suezmax Filikon. The buyer was not disclosed but sources suggested a Chinese buyer, renaming her as the Katiuska. Since the beginning of 2020, Euronav has sold its interests in 8 vessels, including 4 Suezmax ships and 4 VLCCs.

Furetank's LNG-powered tanker, the 12,763gt/2021-built Fure Viten (above), began her maiden voyage from the China Merchants Jinling shipyard in Yangzhou to Europe in mid-June. The ship is a 17,999t deadweight tanker, launched in December 2020 and is the 8th sister-ship in the dual-fuelled Vinga Series and the 4th in Furetank's fleet developed together with FKAB Marine Design to the latest design with minimal environmental impact.

The **Geostahl**, once the largest ore carrier in the world arrived at Gadani Beach on 9th July to be broken up (above). The 364,767dwt vessel, formerly the Berge Stahl, was built in 1986.

Proman of Switzerland has finalised an agreement to build two additional 49,900dwt methanol dual-fuel MR tankers, bringing its total investment to 6 methanol-powered newbuildings. Proman, which is the world's second-largest methanol producer, will be the sole owner of the Provident and Progressive, alongside the Promise which is due to be delivered in the third quarter of 2022. The new vessels will also be built at Guangzhou Shipyard International (GSI), scheduled for delivery in late 2023.

Scotline's latest newbuild, the 3,450gt/2021-built Scot Isles (NB. 751), was launched on 4th June at 09.00 at the Bodewes Shipyard in Hoogezand, The Netherlands (above).

Shell announced in early June that it had sold the 9,816gt/2017-built Cardissa, its first LNG bunkering vessel, to South Korean shipping company Pan Ocean via a sale and leaseback agreement. The vessel, renamed New Frontier 1, is an LNG bunker vessel with capacity for 6,500m^3 of LNG. She was built at STX Offshore & Shipbuilding in South Korea, entered service in 2017 and participated in the first ship-to-ship LNG bunkering at the Port of Rotterdam in 2018. The New Frontier 1 (above) delivers fuel from the Gate Terminal in Rotterdam to locations throughout Europe. A further LNG bunker tanker newbuild is expected to be chartered by Shell upon delivery.

Stena Bulk has bolstered its eco Medium Range (MR) tanker fleet with additional newbuilding charters, namely the Stena Convoy and Stena Conductor, on long term time charter from close Japanese partners. The two ultra-modern MR tankers are being built at Hyundai Mipo Dockyard and will be delivered in the first half of 2022. Each vessel has a 50,000dwt capacity, is 183m in length and is being fitted with scrubbers to ensure compliance with global emissions regulations. These are just 2 of the 5 newbuilds that Stena Bulk will receive on charter in the first half of 2022 and will be nearly 20% more fuel-efficient than the first generation of eco vessels. When delivered, the two ships will be the most fuel-efficient MR tankers at sea. This news announced in early June followed confirmation that in early 2022 Stena Bulk will also take delivery of the state-of-the-art IMOIIMeMAX methanol-fuelled 49,900dwt vessel Stena Pro Patria, which is the first of the methanol vessels to be built with Proman.

Wallenius and Alfa Laval are joining forces in a 50/50 joint venture, named AlfaWall Oceanbird, that will supply wind propulsion solutions for cargo vessels and other ship types. Under the agreement signed on 28th June, the plan is to have the first Oceanbird system onboard a vessel within 5 years. The Oceanbird vessel concept is a wind-powered Pure Car and Truck Carrier (PCTC) fitted with five wing sails, each at around 80m high. The array of rigid wing sails, built from steel and composite materials, generate forward movement instead of vertical lift. These wing sails will be able to turn 360° to make optimal use of the wind and can be lowered to pass under bridges. AlfaWall Oceanbird plans to develop wind propulsion technologies valid for any vessel type. The first installation is set to be implemented on a transatlantic car carrier with a capacity of 7,000 cars, and with an average speed of 10 knots it is expected to cut emissions by up to 90% compared to today's most energy-efficient vessels. While the technology is initially developed for cargo vessels, the ambition is to expand it to cruise liners and other vessels based on market demand.

TWO MORE FOR CARNIVAL

On 23rd June Carnival Cruise Line announced plans to increase its fleet by two additional ships by 2023, taking the delivery slot of an Excel-Class ship that had previously been assigned to sister company AIDA Cruises, which will arrive in late 2023, as well as taking ownership of the Costa Magica from sister brand Costa Crociere, with the latter ship going through a dry docking, renaming and Carnival-branded conversion to join the fleet by mid-2022. These two ships are in addition to the new capacity growth represented by the Mardi Gras, Carnival's first Excel-Class and LNG-powered ship which starts sailing from Port Canaveral on 31st July, and her sister ship, the Carnival Celebration, which will be delivered and sail from Miami from late 2022, as part of Carnival's 50th birthday festivities. The addition of these 4 ships will bring the Carnival fleet to 27 by year-end 2023.

BIRTH OF A NEW ICON

On 14th June production of the Icon of the Seas began at the Meyer Turku shipyard in Turku, Finland, for Royal Caribbean International. The start of production and the revealing of the ship's name were celebrated in a Covid-safe manner at the shipyard's plate hall.

LADIES IN WAITING

Andrew Cooke

On 21st June Virgin Voyages' striking new 108,192gt/2020-built cruise ship Scarlet Lady made history by becoming the largest passenger vessel to ever enter Portsmouth Harbour when she arrived from Barcelona (above). The ship berthed at Portsmouth International Port's Berth 2 and departed that evening. She was back the next day and then again on 24th June for an overnight stay, departing early evening the next day. The 278m long, 38m beam and 1,400 cabin/2,770 passenger capacity ship then made a series of arrivals/departures ahead of her passenger debut in August. On 2nd July the second of the Virgin Voyages quartet, the 108,192gt/2021-built Valiant Lady, was handed over to her Owners at Fincantieri's Sestri Ponente (Genoa) shipyard when, remarkably, her older sister still hadn't carried fare paying guests thanks to the pandemic. This same day, the third ship, Resilient Lady, was floated out at the same shipyard.

NEW LUXURY BRAND

On 10th June the MSC Group announced the company's entry into the luxury cruise market with the launch of a new brand, Explora Journeys. Built by Fincantieri, the first of 4 luxury ships will enter service in 2023, with the remaining ships ready in 2024, 2025 and 2026.

CRYSTAL DELIVERY

The 19,500gt/2021-built expedition cruise ship Crystal Endeavor was named at MV Werften in Stralsund, Germany, on 26th June. Godmother Manuela Schwesig, Prime Minister of Mecklenburg-Western Pomerania, home to MV Werften, did the honours at the ceremony. The 164m long Crystal Endeavor, built to Polar Class 6 standard, will carry just 200 passengers in luxurious comfort.

VETERAN RESALE?

FTI Cruises ceased trading in 2020 and their 9,570gt/1980-built ship Berlin was put up for sale. The ship was duly sold to Royalton Investment Holding (UK) Limited on 16th September 2020 and renamed Dream Goddess for future operation for a company to be called Dreamliner Cruises. However, the former FTI Berlin/Spirit of Adventure/Orange Melody/Princess Masuhri resided at Perama and was noted in June as for sale again for an optimistic €5.5 million.

Meanwhile the veteran 16,144gt/1948-built cruise ship Astoria remains under arrest in Rotterdam with, after all this time, any hope of a happy ending for her fast dwindling away.

MSC UPDATE

MSC Cruises' second Seaside EVO ship, the 169,380gt MSC Seascape, had a traditional coin ceremony at Fincantieri's shipyard in Monfalcone, Italy on 24th June where the keel was laid. The name of the new ship was revealed as MSC Seascape, a name that pays homage to the beauty of the ocean and demonstrates the ways in which guests will be able to enjoy the stunning sea views from the ship thanks to the innovative design features. Scheduled to enter service in November 2022 the ship will be able to accommodate 5,877 guests. Embarkations in Spain resumed from 26th June with the 181,541gt/2019-built MSC Grandiosa calling at Barcelona on Saturdays with Valencia then being added as an additional port of call as from 30th July.

Andrew Cooke

The 181,541gt/2021-built MSC Virtuosa (above) made her debut in Liverpool on cruises from Southampton on 8th June. That same day, MSC announced its restart plans for cruising from U.S. ports beginning August 2021 following CDC approval of the Company's Phase 2A Port Agreements for PortMiami and Port Canaveral as well as the provisional approval of its request to conduct a simulation cruise, to be held on the 171,598gt/2017-built MSC Meraviglia from PortMiami on 17th July. The MSC Meraviglia will restart on 2nd August with 3 and 4-night cruises from Miami to The Bahamas.

Nigel Lawrence

From 18th September the MSC Meraviglia will add 7-night cruises from Miami to The Bahamas and Caribbean with the 139,072gt/2012-built MSC Divina (above) resuming from Port Canaveral on 16th September to The Bahamas and Caribbean. The 137,936gt/2009-built MSC Splendida resumed service from Trieste over the weekend of 12th/13th June with Eastern Mediterranean itineraries offering calls in Italy, Croatia, Greece and Montenegro.

Frank Erpinar

The 156,516gt/2018-built MSC Seaview (above) restarted Baltic cruising on 3rd July from Kiel in Germany to various ports as restrictions eased in each country.

These itineraries operated until October. That same weekend, the 153,516gt/2017-built MSC Seaside commenced western Mediterranean cruises from Marseille, the first French port to reopen for the cruise line and to welcome international guests for weekly calls. On 28th June the steel cutting ceremony for the next Meraviglia Plus ship, the 181,541gt MSC Euribia, a sister to the MSC Virtuosa, was held at Chantiers de l'Atlantique in Saint Nazaire.

FIFTH TERMINAL OPENS

The Port of Southampton's new world-class cruise facility, Horizon Cruise Terminal, opened its doors to passengers for the first time on 3rd July ahead of its formal opening later in the year. The facility welcomed its first cruise ship that day in the form of the 181,541gt/2021-built MSC Virtuosa. The terminal, which is fitted with Shore Powerand is also fitted with more than 2,000 roof-mounted solar panels.

NEWS IN BRIEF

Nigel Lawrence

AIDA Cruises, part of Carnival Corporation plc, announced in June that it had decided to dispose of the 38,557gt/1996-built AIDAcara (above), the oldest ship in the fleet. After 25 years of service, the ship will pass to a new, as yet undisclosed, owner. The restructuring of the fleet comes as the cruise line strives toward achieving its sustainability goals. Before the end of 2021, AIDA Cruises will take delivery of the 183,200gt/2021-built and LNG powered AIDACosma, a near sister to the 185,010gt/2019-built Costa Smeralda, 181,808gt/2020-built Mardi Gras and 184,089gt/2020-built Iona. The disposal of the AIDAcara marked the 19th ship sold out of the global Carnival Group fleet since the pandemic began to bite in March 2020.

Ambassador Cruise Line was officially launched on 24th June with 2022/23 cruise itinaries going on sale. The inaugural cruise aboard the 70,285gt/1991-built Ambience is a round trip to Hamburg on 6th April 2022 with all UK departures being from Tilbury for now.

Azamara announced on 2nd June that the company's 4th ship, the 30,312gt/1999-built Azamara Onward, would offer 22 European itineraries from spring 2022 after her maiden and christening voyage, which will start in Monte Carlo and conclude in Venice. Until entering service for Azamara the former Pacific Princess was registered under the temporary name of P. Prince. The other 3 ships in the fleet remained laid up in Glasgow in summer 2021.

Bahamas Paradise Cruise Line returned to service on 3rd June with the 53,015gt/1991-built Grand Classica to Palm Beach. The ship had not operated since March 2020 due to the pandemic and her fleet mate, the 47,262gt/1987-built Grand Celebration was sold for scrap during the pause in operations.

Carnival Cruises' brand-new 181,808gt/2020-built Mardi Gras finally made her U.S. debut on 4th June when she docked for the first time at Port Canaveral's Cruise Terminal 3, built specifically for this vessel which is the first passenger ship in the Americas to be powered by eco-friendly LNG and also features the first roller coaster at sea. The Port Canaveral-based Carnival Freedom and Carnival Liberty joined the Mardi Gras as she made her way down the cruise channel, creating a truly grand and memorable entrance befitting this innovative ship, watched by over 1,500 people.

Century Cruises are the proud owner of the former Fantasy Class Carnival Cruise Ship Carnival Fascination, now renamed Century Harmony. The ship is undergoing refurbishment in China at the Zhejiang Union Repair Shipbuilding facility prior to entering service in Zhejiang Province. The ship was sold by Carnival in 2020 during a cull of older vessels. Her sisters the 70,367gt/1990-built Carnival Fantasy, 70,367gt/1996-built Carnival Inspiration, and 70,367gt/1995-built Carnival Imagination headed to the breakers.

Costa Crociere's 135,156gt/2020-built Costa Firenze departed Savona on her maiden cruise on 4th July. Designed and built by Fincantieri in the Marghera shipyard, the Costa Firenze is inspired by the Florentine Renaissance and is the 4th Costa ship to sail again in 2021, after the 185,010gt/2019-built Costa Smeralda, 92,720gt/2009-built Costa Luminosa and the 92,720gt/2010-built Costa Deliziosa.

Disney Cruise Line's 83,969gt/1998-built Disney Magic commences a season of staycation cruises on 27th July from Liverpool, Southampton, Newcastle and Tilbury through to early October.

Dream Cruises' 150,695gt/2017-built World Dream returned to 50% capacity operation from 14th June as Singapore's heightened alert passed. The ship had operated more than seven months of Covid-19-incident-free cruises from Singapore but had to comply with a 25% reduction in capacity for 1 month, 16th May-13th June. The 150,695gt/2016-built Genting Dream arrived at the Kai Tak Cruise Terminal in Hong Kong on 23rd June ahead of her 30th July start of operation, becoming the first cruise vessel to dock at the terminal since the start of the pandemic in February 2020. These cruises to nowhere were given the go-ahead in early May.

Vard-Hapag LLoyd

Hapag-Lloyd Cruises took delivery of the third in a new series of 138m long luxury expedition cruise vessels, the 15,651gt/2021-built Hanseatic Spirit (above), from Fincantieri's subsidiary Vard on 29th June.

Holland America Line announced some changes to its summer 2021 European cruise schedule with the decision to cancel the remainder of the summer European sailings aboard the 99,902gt/2018-built Nieuw Statendam and the 61,214gt/1994-built Volendam, September-November 2021. Additionally, after an expected on-schedule delivery from the Fincantieri shipyard on 30th July, the new 99,500gt/2021-built Rotterdam will remain in non-guest operations until her 26th September cruise from Amsterdam.

Hurtigruten Expeditions is continuing its expansion, introducing exclusive Galapagos Islands expedition cruises from January 2022. The company will employ the upgraded 2,661gt/2002-built and 90 passenger capacity Santa Cruz II.

Ulstein

Lindblad Expeditions' 12,786gt/2021-built and 126-passenger National Geographic Resolution was floated out on 8th June at Ulstein Verft, Norway 9above). Specially designed for polar waters, the vessel is scheduled for delivery in the 4th quarter of 2021 and is the sister vessel to the 12,786gt/2020-built National Geographic Endurance, delivered in 2020. With the Polar Class 5 (PC5), the vessels can go far into polar areas, and this enables Lindblad to start their polar travels up to two weeks ahead of the other expedition cruise vessels.

Nigel Lawrence

NCL veteran the 15,653gt/1969-built Leisure World (above) arrived in India off Alang on 28th June and beached on 5th July for demolition. The ship was the second newbuilding for Norwegian Cruise Lines, named Skyward. The 160m long ship was built by the

Seebeck Shipyard of AG Weser and served NCL until 1991 when she was sold for further use in Asia. Since then, she has been named Shangri-La World, Asean World, Fantasy World, Continental World and, finally, Leisure World. Since 2000, the ship has served as a casino ship for New Century Cruise Line.

As part of its relaunch plan, in June NCL announced its highly anticipated return to Miami with the 93,530gt/2007-built Norwegian Gem scheduled to cruise 7-day itineraries to the Caribbean beginning 15th August, and a 4-day voyage to the Bahamas in November. From 26th September Bermuda cruises from New York will commence on the 145,655gt/2013-built Norwegian Breakaway with the 168,028gt/2018-built Norwegian Bliss cruising the Mexican Riviera from 24th October from Los Angeles. The 164,998gt/2015-built Norwegian Escape returns to the Caribbean on 13th November from Port Canaveral and the 169,116gt/2019-built Norwegian Encore makes her debut in Seattle for the 2021 cruise season to Alaska..

P&O Cruises' 184,089gt/2020-built Iona will be treated to fireworks and festivities on her maiden voyage, which departs Southampton on 7th August. After visiting the waters around Iona, 3 days of Scottish scenic cruising will follow.

Regent Seven Seas Cruises has named its newest ship the 56,182gt/2023-built Seven Seas Grandeur and she will feature a redesigned Compass Rose restaurant. The vessel will become the 6th member of the cruise line's fleet when delivered in late 2023. A sister ship to the 55,254gt/2016-built Seven Seas Explorer and 56,182gt/2020-built Seven Seas Splendor, the Grandeur will host just 750 guests, providing one of the highest staff-to-guest ratios in the industry.

Royal Caribbean International announced on 16th June that it was delaying the inaugural sailing of the 167,704gt/2021-built Odyssey of the Seas after 8 crew members tested positive for Covid-19. All who tested positive for Covid-19, as well as hundreds of other crew members, were placed under quarantine and monitored by a medical team. The Odyssey's inaugural sailing was rescheduled for 31st July. This follows on from the original "Plan B" inaugural season in Israel, which had to be abandoned due to hostilities in the country.
The 138,194gt/2000-built Explorer of the Seas was made available as accommodation for visiting rescuers pouring into South Florida as the search for victims continued at a fallen 12-story apartment block near Miami. RCI hosted around 600 first responders.

Joe Watson/Strong Island

Saga Cruises' 58,119gt/2020-built Spirit of Adventure was christened at Portsmouth on 19th July. She is seen above arriving at Portsmouth on 13th July. Following the naming ceremony,she undertook her maiden voyage on 26th July.

Scotland's Government decided to ban staycation cruise ship calls at the 11th hour on 9th June, the day before the U. K.'s summer domestic cruise restart. The decision was made to keep its ports closed to large ships despite progress in controlling the coronavirus. The first ship affected was MSC Virtuosa, which was scheduled to call at Greenock at the first of several staycation cruises.

Seabourn Cruises' 41,865gt/2018-built Seabourn Ovation resumed cruises from Piraeus on 3rd July for Greek Isles cruises with the 41,865gt/2016-built Seabourn Encore due to start from the Greek port on 17th April 2022. The 32,477gt/2009-built Seabourn Odyssey was due to sail from Bridgetown from 18th July with the 32,477gt/2010-built Seabourn Sojourn resuming cruises from Los Angeles on 11th January 2022.

Silversea Cruises marked its return to operations with the maiden voyage of the 40,844gt/2020-built Silver Moon from Piraeus on 18th June with the new 6,365gt/2020-built Silver Origin entering service the next day from San Cristobal in the Galapagos. On 29th July the 40,791gt/2017-built Silver Muse began Alaska cruising and the 28,258gt/2000-built Silver Shadow was deployed in Iceland.

Swan Hellenic

Swan Hellenic's first bespoke expedition cruise ship, the SH Minerva, was floated out at Helsinki Shipyard on 23rd June (above). Her sistership, the SH Vega, was also floated in the building dock on the same day. A few days earlier, steelwork production started for the third and largest vessel commissioned by the new cruise company, which currently has the project name Vega 3. The 152-guest capacity SH Minerva will be delivered to Swan Hellenic in October 2021, SH Vega in Spring 2022 and the third ship, in Autumn 2022.

Ian Haskell

Tradewind Voyage's 8,784gt/2019-built Golden Horizon (above) arrived in Weymouth Bay to anchor on 23rd June and called into Portland Port the next day on the first of multiple calls as she prepared for cruising. The first dress rehearsal cruise was cancelled as some of the ship's décor was not quite finished. So, the second dress rehearsal voyage became her first, departing Portland on 7th July, returning on 13th July with calls at Falmouth, Fowey, Dartmouth and Poole plus a day at sea. The subsequent departures went from Dover and Harwich with calls at various locations including Cowes.

TUI's 111,554gt/2019-built Mein Schiff 2 started her Mediterranean summer season on 18th June, sailing round trip cruises from Palma de Mallorca. After spending the winter in the Canary Islands, TUI Cruises redeployed the ship to the Western Mediterranean, sailing two alternating 7-day itineraries. Guests can go ashore in organized tours. TUI also has the 111,554gt/2018-built Mein Schiff 1 and 98,811gt/2017-built Mein Schiff 6 operating from Kiel, the 98,785gt/2016-built Mein Schiff 5 has been sailing from Crete through the Greek islands since mid-May and the 99,526gt/2015-built Mein Schiff 4 began on 8th July from Genoa.

Viking Line's 47,842gt/2017-built Viking Sun, which is now part of the new joint venture between China Merchants Shekou and Viking Cruises, was re-christened on 26th June in her new homeport of Shenzhen, China as the Zhao Shang Yidun, which translates to China Merchants Eden, by China Merchants Group Director Duan Xianghui. After the ceremony, the guests were invited to tour the ship before she began her first coastal cruise. Over the weekend of 3rd/4th July the 47,842gt/2017-built Viking Sky welcomed guests from the U.S. and elsewhere in Reykjavík, where the ship will homeport this summer along with 47,861gt/2019-built sister ship Viking Jupiter. The 47,842gt/2021-built Viking Venus finished her inaugural Portsmouth sailings on 3rd July and sailed for Malta for the next phase of her 2021 season.

VIVA Cruises' 6,752gt/1990-built Seaventure (ex-Hapag-Lloyd Bremen) arrived in Vlissingen on 16th January for drydocking and a small upgrade. On 15th June the ship departed from Antwerp for trials along the Westerschelde before returning to Damen Shiprepair at Vlissingen Sloehaven.

Coastal Shipping
PUBLICATIONS

400 NORE ROAD, PORTISHEAD, BRISTOL, BS20 8EZ
ORDERS@COASTALSHIPPING.CO.UK
WWW.COASTALSHIPPING.CO.UK
01275 846178

SOUTH WEST SHIP SHOW

SAT 11 SEPTEMBER 2021

10.00 - 15.30

BAWA Social Club
589 Southmead Road,
Filton, BRISTOL BS34 7RG

Assuming that coronavirus permits, exhibitors and traders will be displaying and selling model boats of various scales; books, postcards, photos, artwork, shipping memorabilia and ephemera. There will be a range of clubs and associations present.

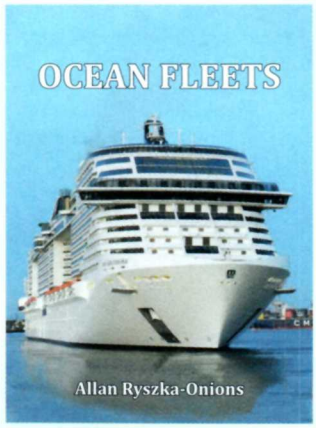
Traders/exhibitors hoping to have a stand:
please telephone: 01275 846178

OCEAN FLEETS
Allan Ryszka-Onions

We are delighted to publish this book, previous editions having been known as *Ocean Ships*.

£30.00

- **400 pages.**
- **190 colour photographs.**
- **Hardback.**
- **Over 10,000 ships listed along with their main details and previous names.**

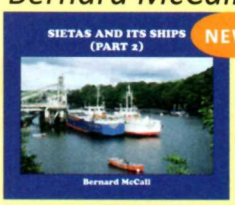


SIETAS AND ITS SHIPS (PART 1)
Bernard McCall

Hardback, 96 pages
about 100 photos
£16.50

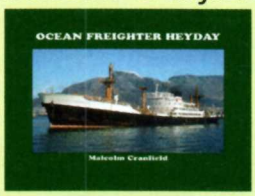
SIETAS AND ITS SHIPS (PART 2)
Bernard McCall

NEW



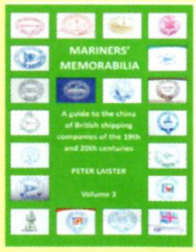
Hardback 132 pages
140 photographs
£19.50

OCEAN FREIGHTER HEYDAY
Malcolm Cranfield



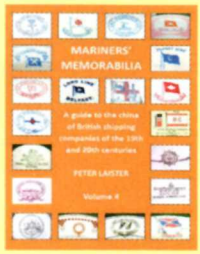
Hardback, 96 pages
about 100 photos
£17.00

MARINERS' MEMORABILIA
Volume 3



Softback, 100 pages
£12.00

MARINERS' MEMORABILIA
Volume 4

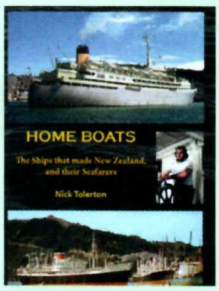


Softback, 100 pages
£12.00

NEW

HOME BOATS
by Nick Tolerton

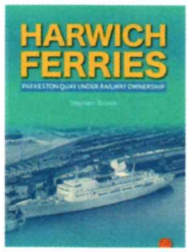
£40.00 Expected 11 August



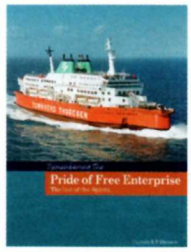
Coastal Shipping is delighted to be the UK distributor of this book which is a similar format to Nick Tolerton's last book: *Product Tankers.*
It has photographs and informative text about:
New Zealand Shipping-Federal, Shaw Savill, Port Line, Blue Star and their century long involvement in the UK-New Zealand and Australian trades.
Hardback; 329 glossy pages: 400 illustrations; mostly in colour.

Tin Boats of the Royal Air Force Marine Branch
Hardback, 120 pages
£19.95

Sealink 50
Softback, 96 pages
£16.95



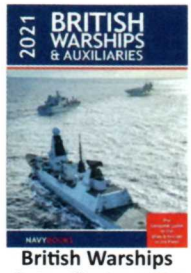
Harwich Ferries 2nd edition
Softback, 288 pages
£22.95



Pride of Free Enterprise
Softback, 60 pages
£12.95

MESSAGE TO EU READERS

Readers living in EU countries will be aware that there have been many changes in the way that trade is now done between the EU and the UK. As from 1 July VAT has to be paid on all goods received in the EU, at the rate of each country. To help with this we are making arrangements to minimise the effect on you and to make it easier for you to pay. This should avoid you having to pay it on receipt of your parcel when a €12 handling charge and a delay to your item could be applied.



British Warships & Auxiliaries 2021
Softback.
£9.95

Ferries 2022
Softback, 224 pages
Due August
£19.95

COASTAL SHIPPING MAGAZINE

UK SUBSCRIPTION
1 YEAR (6 ISSUES) £23.00

OVERSEAS SUBSCRIPTION
1 YEAR (6 ISSUES) £36.50

Each bi-monthly issue contains 52 pages of informative text, including news and features about ports and coasters along with many colour photographs.

Please ask for a sample copy!

Gale Warning calendar 2022
£18.50

Lighthouse calendar 2022
£18.50

Tug and Workboat calendar
2022 £18.50

A SUPERSTAR IS BORN

On 1st June construction of the first of the two new Superstar Ro-Pax vessels for Finnlines began. The traditional steel cutting ceremony of Yard No. W0276 (Finnsirius) was held at the China Merchants Jinling Shipyard (Weihai) in China. The environmentally friendly ro-pax vessels will bring innovative solutions to Finnlines' services and will take passenger comfort to a new level. With capacity for 1,100 passengers and 5,100 lanemetres of freight (equating to 200 cars and 290 trailers or 250 trucks per voyage), the 235m long Superstar Ro-Pax vessels will be Finnlines' largest passenger/freight vessels.

NEXT GENERATION WORKHORSES

On 3rd June the BMT designs for the Isles of Scilly Steamship Company's new passenger and cargo vessels were unveiled. The state-of-the-art designs for the Isles of Scilly services feature a striking new 72m passenger and cargo ferry with capacity for 600 passengers over three decks. The sleek design of Scillonian IV (above) is far removed from the classic lines of the 1977-built Scillonian III, a ship that will be sorely missed when she eventually steps down from frontline service.

The 45m dedicated cargo ship (above) to replace the Gry Maritha will have an increased cargo capacity, including more space for chilled and frozen goods, a crane which can lift 8 tonnes and a comfortable lounge for up to 12 passengers.

STENA REBUILD DELIVERED

The newly rebuilt Ro-Pax vessel Stena Scandica was delivered to Stena on 18th June, the first of two Visentini-built ships that are being lengthened and modernised by Stena Ro-Ro at the Sedef Shipbuilding in Tuzla, Turkey. The Stena Scandica, previously the Stena Lagan, will start operating between Nynäshamn in Sweden and Ventspils in Latvia at the beginning of July. The former Stena Mersey will emerge as the Stena Baltica with both vessels having been lengthened via the insertion of a 36m midsection. After the conversion they are 222m long with a capacity of 970 passengers, 202 cabins and 2,875 lanemetres for freight.

SEA-ING TRAVEL DIFFERENTLY: IRISH FERRIES DOVER-CALAIS

With the title "Sea Travel Differently," Irish Ferries opened the Dover-Calais landbridge service using the 34,031gt/1997-built Isle of Inishmore (above) on 29th June, extending its network of services and providing customers with a new operator choice for travelling across the Dover Straits. Speculation continues as to what the second and third ships will be for Irish Ferries on this route. The 28,833gt/1992-built Calais Seaways has been linked to Irish Continental Group along with Tallink's 36,249gt/2007-built Star (when available) and even what should have been the 42,500gt/2021-built Honfleur for Brittany Ferries.

HOPES FOR A BACK-UP VESSEL DASHED

CalMac has been searching for solutions to enhance capacity and resilience within its network. One possible vessel was the 2,382gt/2008-built and 70m long Pentalina from Pentland Ferries. During the week commencing 14th June the vessel embarked upon a major berthing trials programme for CalMac at mainland and island ports/harbours on CalMac's Western Isles network. These berthing trials had shown that the vessel could successfully operate services to Arran and Mull and CalMac was looking forward to her deployment. Unfortunately, Pentland Ferries then decided not to enter into a charter agreement for the use of the Pentalina on the CalMac network. Meanwhile, CalMac's much delayed Ro-Pax Glen Sannox was the subject of a progress update by Ferguson Marine to the Scottish Parliament on 24th June. The programme report submitted to the Scottish Parliament's Net Zero, Energy and Transport Committee detailed the impact that COVID-19 and shortages of local skilled labour has had on delivery schedules and pandemic-related costs. These factors have created a total 15-week delay in the construction of both vessels. As a result, the Glen Sannox is currently scheduled to be delivered between July 2022 and September 2022 while Hull 802 is scheduled to be delivered between April 2023 and July 2023. T

FLYING FERRIES?

On 15th June Brittany Ferries announced that the company had been exploring the potential for a new all-electric craft concept (above) that is described as a combination between a hydrofoil and a plane, with the comfort and convenience of a ferry. The new high-speed, sustainable and more efficient form of ferry travel called a Seaglider concept is an all-electric, wing-in-ground effect vehicle (WIG) which is under development in the U.S.A through Boston-based start-up REGENT (Regional Electric Ground Effect Nautical Transport). Brittany Ferries has signed a letter of intent which could see Seagliders with a 50-150 passenger capacity sailing between the UK and France by 2028. REGENT expects the first commercial passengers to travel on smaller electric craft by 2025. Seagliders combine the convenience of passenger ferries with the comfort of hydrofoils, the aerodynamic efficiency of hovercraft and the speed of aircraft. With the potential to connect existing ferry ports, the craft are expected to fly at speeds of up to 180mph, six times faster than conventional ferries, with a battery-powered range of 180 miles. The voyage from Portsmouth to Cherbourg, for example, could be covered in as little as 40 minutes. The Seaglider works by harnessing a concept well-known to pilots, ground effect. This is the air cushion created by high-pressure air trapped between wings and the ground or water while flying at low altitude. Seagliders are therefore akin to a hovercraft with wings, rather than a skirt. Following departure from port, the craft rises on foils, insulating passengers from wave discomfort. In open waters, it takes off, riding the air cushion all the way to its destination. Wing-mounted propellors provide the thrust to take to the air at low speeds, while electric motors regulate air flow over wings while riding the air cushion. Flight safety comes courtesy of redundant propulsion and flight control systems, with next-generation sensor suites detecting and automatically avoiding traffic at sea. REGENT is working on several different sizes of passenger-carrying Seagliders, all of which operate on the same principle. Operating a few metres above the water's surface, they combine the high speed of an aeroplane with the low operating cost of a ship. It has the potential to serve routes of up to 180 miles with existing battery technology, and routes up to 500 miles with next-generation batteries.

NEWS IN BRIEF

Alaska State Ferry has been trying to dispose of the veteran 9,121gt/1963-built ferry Malaspina, and even offered her for free to the government of the Philippines. The vessel is surplus to the Alaska fleet, is in need of some repairs, but does have some service life left in her. On 24th June the heavy lift ship Red Zed 1 loaded the highspeed ferries Chenega (3,420gt/built 2005) and Fairweather (3,420gt/built 2003) for their trip from Alaska to Spain. The duo has been purchased by TrasMapi, who have also acquired the Akane.

Naviera ARMAS' new Incat, the 11,213gt/2021-built Volcan de Taidia, was launched at the Hobart Shipyard in Tasmania on 22nd June. The 111m long vessel has capacity for 1,184 passengers (including 155 business class seats), a crew of 16 and 215 cars/595 lanemetres for freight on a twin-level vehicle deck. The service speed will be 34 knots, sea trials were due to start early July with the delivery voyage to commence around mid-July.

Baleària's Martin i Soler returned to service on 30th June on the Barcelona-Eivissa route, fresh from conversion to LNG power. The ship is Baleària's 8th LNG-powered ship in the fleet and is also the 5th ship to be adapted to operate on LNG, with the remaining three being LNG-powered newbuilds. Baleària's LNG newbuilds are the fast ferry Eleanor Roosevelt (12,262gt/built 2021) and the Ro-Paxes Hypatia de Alejandría (28,658gt/built 2019) and Marie Curie.

Nigel Lawrence

Condor Ferries 5,007gt/1997-built Condor Rapide moved to Poole on 14th April for further lay-up and ventured out for trials for a new owner. On 8th July it was cofirmed that she had been sold to TrasMapi of Spain.

GNV's 31,598gt/1987-built GNV Antares undertook her maiden Naples-Palermo voyage on the evening of 19th June. The ship was previously P&O Ferries' Pride of Bruges/Norsun. The 26,904gt/2009-built GNV Sealand was noted en route to Valencia on 3rd July ready to start her new Valencia-Palma/Ibiza service from 6th July.

Incat Crowther announced during June the delivery of the Nordlicht II, a 46m long and 450-passenger capacity catamaran ferry from Singapore's Penguin Shipyard International.

KiwiRail and Korean shipyard Hyundai Mipo Dockyard (HMD) signed a binding contract in late June for the delivery of two new, state-of-the-art, Cook Strait ferries. The first will arrive in 2025 and the second in 2026. The contract price for the two ferries is $369 million/NZ$551 million. The two, rail-fitted ferries will be able to accommodate nearly double the number of passengers, and commercial and passenger vehicles, when compared with the current fleet. The rail freight capacity will triple.

Nigel Lawrence

The only currently rail-enabled ferry, the 17,816m/1998-built Aratere (above), can carry a maximum of 27 18m long wagons per sailing. The two other KiwiRail ships are the ex-UK 22,152gt/1998-built Kaiarahi, built as the Dawn Merchant, chartered by Interislander in 2014 as the Stena Alegra while Aratere was out of service, then chartered long-term in 2015 and renamed, and the 22,365gt/1994-built Kaitaki, built 1994 as the Isle of Innisfree, chartered to P&O Ferries 2002-2005 as Pride of Cherbourg (III) and then chartered by Interislander in 2005 as the Challenger after purchase by Stena Ro-Ro and initial renaming as Stena Challenger. She was renamed Kaitaki 2007 and purchased in 2017.

Nigel Lawrence

The Little Ferry Company is again offering the seasonal Guernsey-Alderney service having been the only interested party in the 2021 service tender. The Spike Islander (above) is the vessel again but suffered an engine issue on 13th June and was out of action for 3 weeks.

Manche Iles Express announced at the beginning of June that it will indefinitely suspend sailings between France and the Channel Islands. The company said travel measures in place for arrivals into the Channel Islands, coupled with ongoing restrictions in France, meant it has seen a drastic reduction in passenger numbers.

Moby Group's recovery plan has been approved by a court in Milan. The plan includes the sale of 5 ships, two properties, the reintroduction of the modern Ro-Ros Alf Pollak (32,936gt/built 2018) and the 32,936gt/2019-built Maria Grazia Onorato plus the injection of €2 million by the owners.

Notable Disposals this time around include the 16,539gt/1976-built Duba Bridge, which was built as the Bass Trader and has since carried the names Mercedes del Mar, Ionian Bridge and Blue Bridge. She arrived at Alang for scrapping on 2nd June under the name of Bridge. On 27th June the tug Mirjana K arrived in Quebec City after a 29-day and 23-hour trip from Rotterdam to collect the veteran Apollo, the 6,609gt/1970-built Papenburg Sister. Dismantling locally was rejected so the tug was due to take her away on 29th June with the destination of Aliaga for demolition.

Tony Rive

Sark Shipping's new passenger vessel, the Corsaire de Sercq (above), made her public debut on the Isle of Sark on 1st July and entered full passenger service between St. Peter Port and Sark on 2nd July at 08.45. By coincidence the 118gt/1983-built Bon Marin, formerly the Bon Marin de Serk, entered service on 1st July on the Örrö-Kasnäs-Örrö route in Finland, a new chapter in her career.

Seajets has purchased the former SNCF Sealink favourite Chartres (4,590gt/built 1974), returning her to the Greek Island services, with the new name of Aqua Myth. The ship was previously the Al Salmy 4 in the United Arab Emirates having operated as the Express Santorini 1993-2016 since leaving UK waters.

Silja Line's Silja Europa spent 10 days in Falmouth from 5th June as accommodation for the security personnel that were present for the G7 Summit in Carbis Bay.

Stena Line's 24,828gt/1981-built Stena Europe returned to Rosslare on 30th June following essential maintenance over a number of weeks at H&W Belfast.

Nigel Lawrence

Tallink Grupp has chartered the 40,975gt/2004-built Victoria I and 40,803gt/2002-built Romantika (above) to Morocco until October 2021 after a deal was signed with Tanger MED Port Authority. The vessels will operate Morocco-France, and Morocco-Italy July-September 2021. Both ferries have been chartered for 100 days and will be operated by Tallink Grupp's technical crew.

Viking Line has been linked to the 32,924gt/2004-built Birka Stockholm in the local media with speculation that she may operate short cruises for the company. Meanwhile, the former Mariella (37,860gt/built 1995), now Mega Regina, was nearing her transformation to a Corsica Ferries ship in Genoa in early July. Newbuild Viking Glory (63,543gt/built 2021) commenced sea trials in mid-June in China.

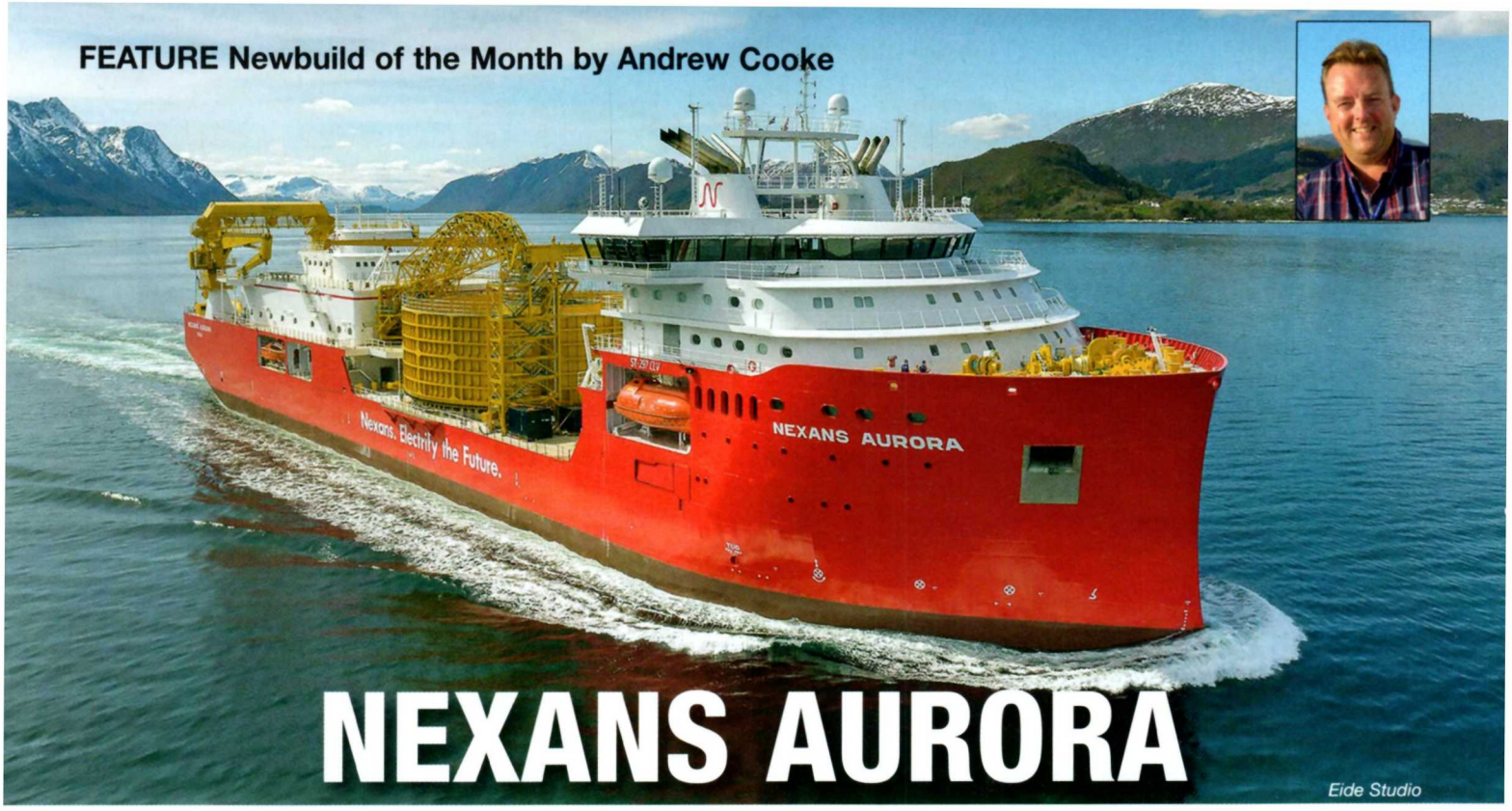
Wasa Line

Wasaline's LNG-powered 23,970gt/2021-built newbuild Aurora Botnia departed from the Rauma Marine Constructions shipyard for her first sea trials on 6th June ahead of delivery (above). The ship will link the Finnish city of Vaasa and the Swedish city of Umeå.

Waverley Excursions' P.S. Waverley's highly anticipated return to service was deferred from 26th June to 29th June due to a crew shortage, particularly affecting catering, deck and engine room ratings. Brexit was said to have affected the ability of some candidates to work in the U.K. compared to previous years, plus the pandemic and travel restrictions would have impacted matters still further. The first cruises were scheduled for Loch Long and Loch Goil with passenger capacity restricted to 35% under the pandemic distancing rules. Hopefully the 2021 season will be a great success without any of the dramas of previous seasons.

Wightlink's 8,041gt/2018-built flagship Victoria of Wight encountered a considerable misfortune on 15th June on the Portsmouth-Fishbourne route when she developed a serious technical fault and had to be withdrawn from service.

FEATURE Newbuild of the Month by Andrew Cooke



NEXANS AURORA

Eide Studio

Nexans S.A. is a global name in the cable and optical fibre industry and has its headquarters in Paris, France. The company can trace its immediate roots back to 2000 when Alcatel Cables and Components become Nexans but the corporate family tree stretches back to 1897 and the foundation of La Société Française des Câbles Électriques, Système Berthoud, Borel et Cie. The company was acquired in 1912 by Alcatel and became Compagnie générale des câbles de Lyon in 1917. Câbles de Lyon became Alcatel Câbles in 1986 and, 10 years later, Alcatel Câbles merged with Alcatel. Nexans is active in four main business areas, construction (local infrastructure, smart cities / grids, e-mobility), high voltage and projects (offshore wind farms, subsea interconnections, land-based high voltage), data and telecoms (telecom networks, data transmission, FTTx, LAN cabling, hyperscale data centre solutions), industry and solutions (renewable energies, petroleum, railways and rolling stock, aeronautical and automation). The Nexans Group is the world's second largest manufacturer of cables after Prysmian S.p.A. Nexans Norway AS handles the supply of power, telecommunications, installations and heating cables in Norway, and is among the world's leading manufacturers of offshore control cables and high-voltage submarine cables. The company develops, manufactures and markets submarine, land and offshore cables for power and telecommunication transmission. Wholly owned subsidiary Nexans Skagerrak AS is engaged in the transportation, laying and installation of submarine power cables and owns the 10,147gt/1976-built cable laying vessel Nexans Skagerrak. Nexans Norway is based in Oslo with operational sites in Rognan, Halden and Langhus.

Nexans Norway celebrated its centenary in 2015.

The need to modernise, keep pace with Customer demands and meet the challenges of an ever-changing industry saw Nexans AS sign a shipbuilding agreement on 8th June 2018 with Ulstein Verft for a large, DP3, cable laying vessel (CLV) to support markets such as the offshore wind industry.

The world renowned and ground-breaking Ulstein Group is based in Ulsteinvik, the commercial and administrative centre of the municipality of Ulstein in Møre og Romsdal county in Norway. The town is located on the west side of the island of Hareidlandet, approximately 23km southwest of the city of Ålesund. Perhaps it is no coincidence that Nexans AS should select their compatriot Shipbuilder, Ulstein, to build their new ship but the vessel design and construction group has been in operation for 104 years having been founded by Martin Ulstein in 1917. Nowadays the company is run by his grandchildren, with Tore Ulstein as Chairman of the Board, Gunvor Ulstein as Deputy Chairman and Cathrine Kristiseter Marti as CEO. The Ulstein shipyard has sold over 50 X-BOW® ships since the company started to develop Ulstein designs in 1999. These ships are of different types including PSVs, anchor handling tug supply vessels, seismic vessels and construction and well stimulation vessels. They work in all weathers and have been a resounding success. Bourbon Offshore Norway believed in the new bow concept from the outset when the initial drawings were released and worked closely with Ulstein on the development of the first ship. The prototype was created as an AX104 series anchor handling tug supply vessel (AHTS) launched in 2005. Delivered in 2006, the 4,311gt newbuild was christened Bourbon Orca and subsequently received a number of awards, including the Norwegian Design Council's design award, the Engineering Feat of the Year, and Offshore Support Journal's and Skipsrevyen's "Ship of the Year" Awards. Other vessels of the same design have since received similar distinctions. The benefits of the patented X-BOW® shape have been well documented, and include among other things, increased operating time, lower fuel consumption, smoother bow immergence, reduced operational disturbance and involuntary speed reduction, reduced emissions, better comfort and safer working operations. The Nexans AS order was a reminder that Ulstein still builds other hull forms. The ST-297 CLV, designed by Skipsteknisk, was one of the largest projects ever undertaken by the shipyard and it is not unusual in this day and age for a newbuild to be fabricated at one shipyard and then fitted out and completed at the primary contract yard. Ulstein Verft frequently employs this method and the hull of the Nexans CLV was built by the Crist Shipyard in Gdynia, Poland, before being towed to Norway. Crist began operations in 1990 and has gone from strength to strength. The company concentrates on steel constructions and ship-repairs and has seized upon the growing markets in wind farms and offshore industries. Complete build projects are also undertaken and product variants include vessels and barges for the installation of wind turbines, platform supply vessels (PSV), anchor handling tug supply vessels (AHTS), offshore construction vessels, fishing vessels, tugs, ferries, container vessels and research vessels. The Keel Laying ceremony took place on 24th April 2019, the grand blocks ceremony followed at CRIST, in the port of Gdynia, on 15th October 2019 and the completed hull arrived at Ulstein Verft under tow on 15th of June 2020. The hull, No. 314, was then towed into the dock hall to permit the next stages, including outfitting, electrical work, insulation and piping, to commence. Ulstein Verft also installed the main components such as the main generator sets, the power package, deck machinery, winches and topside equipment. The engines were installed in August 2021.

NORTHERN LIGHT CABLING

The name bestowed upon the 22,263gt, 156.40m long and 31.15m beam Cable Layer was Nexans Aurora, a name with a pleasing link to the multicoloured light displays of the Aurora Borealis that people flock to see in the skies above her home nation. The ship's other vital statistics are a 17,331dwt, a net tonnage of 6,679t, a hull depth of 12.80m and a draught of 8.80m. The design of the Nexans Aurora is based on the combined experience of Nexans, Skipsteknisk, Ulstein Verft, and MAATS Tech. The aim was to produce a subsea cable and umbilical systems installation vessel for worldwide operations, covering the full range of shallow and deep subsea activities. The capability to install cables at even greater depths will contribute to securing the world's energy supply and advancing the shift to environmentally friendly green electricity from renewables. Aft of the forward superstructure is the 10,000 tonnes capacity concentric split carousel/drum, the diameter of which fills the 31m beam of the ship. The carousel has a 450 tonnes under deck turntable tank beneath. The high-volume turntable reflects the high-capacity cable handling spread installed aboard the ship, which also includes dual product lay lines with capacities and features to handle safely and efficiently the full Nexans submarine systems product line of cabling, up to 400mm in diameter. Triple capacity bundling is also possible. The carousel is an innovative concentric design which allows either 2 cables to be processed in parallel, or a single long length cable weighing 10,000 tonnes. This minimises offshore jointing requirements which is a significant advantage technically and commercially. At the time of installation this was the largest offshore carousel globally. Nexans chose the ground-breaking carousel design as it best suited the deep water lay capabilities and enables the vessel to choose between a single cable load or dual lay capability with up to 5,000 tonnes in each basket.

The port side laying line has Caterpillar tensioners for bundle lay (the cable passes between two sets of Caterpillar tracks as it is fed from the turntable through the ship and over the stern to the seabed) whilst the starboard side line has a smaller set of Caterpillar tensioners that work with a high-capacity cable capstan recessed into the starboard side of the working deck for deep water cable laying. The ship is prepared for vertical lay operations and complex subsea construction tasks in deep waters in addition to the principle built-in structural and system capacities and flexible design features to allow easy adaptation to a customer's future needs. A dedicated enclosed cable splicing area is provided towards the stern, offering a controlled environment to perform all product splicing and termination work to the exact standard as performed in Nexan's factories. Leading to the open stern work deck is a dedicated WROV hangar on the port side.

Nexans Norway and IKM Subsea signed an agreement for ROV services aboard the CLV Nexans Skagerrak, CLV Nexans Aurora and a third-party vessel for support services for a 3 year period plus 2 yearly options. MAATS has supplied the following equipment for this technology-rich vessel, 1x 10,000 tonnes Concentric Carousel, 2x Load Arms and Roller Pathways, 1x 75 tonnes Capstan System, 2x 25 tonnes Horizontal Lay Systems, 1x 5 tonnes Horizontal Lay Systems, 2x 3 t onnesHorizontal Lay Systems, 1x Bundling System, 2x Lay Wheels and 1x Control System. On 14th October 2020, the MAATS and Marine Fabricators installation team arrived at the Ulstein Verft shipyard to begin the installation of the paraphernalia, which began with the two lay wheels being fitted at the stern, which the cable is fed over before it goes subsurface. Following the lay wheels, final installation work was completed on the MAATS tensioners and 75 tonnes SWL Capstan. Palfinger Marine was chosen to deliver a major deck equipment package consisting of Abandon and Recovery (A&R) winches, A-Frame, knuckle boom cranes and overhead travelling gantry cranes. The array of equipment included 1x 150 tonnes A-Frame on the stern, 2x Active Heave Compensated Abandon and Recovery (A&R) Winches, 2x Auxiliary Abandon and Recovery (A&R) Winches, 2x Overhead Travelling Gantry Cranes, 2x Offshore Knuckle Boom Cranes and 1x Offshore Telescopic Boom Crane. Most of this apparatus can be seen out on the ship's working decks. The stern working area is also overlooked by an observation and control room, giving the appearance of a rear-facing navigational bridge.

Ulstein

The robust profile of the Nexans Aurora reflects the fact that she was designed specifically to work in harsh environmental conditions and therefore required a boat deployment system with a high level of flexibility and redundancy. The ship's delivery saw the operational debut for the first full-scale version of the so-called MissionEase system, developed by Norwegian davit supplier Vestdavit, that represents a significant design leap in launch-and-recovery systems for workboats and other craft carried onboard a vessel for a variety of tasks. Instead of a traditional davit mounted on the upper deck of a ship, MissionEase uses a system of hydraulic cradles to move boats on a tracking system within a hangar inside the hull to positions for maintenance, preparation or launch using a telescopic davit. The innovative system installed on the Nexans Aurora will have capacity to handle as many as 14 craft, including workboats and ROVs, that can be securely stored and mobilised in the enclosed hangar on the mission (working) deck. These will be used to carry out vital maintenance and other work on submarine cables for power supply and fibre-optical communication connected to offshore installations. Nexans, together with the shipyard, selected the MissionEase system due to its versatility as it enables multiple boats to be moved and safely launched from either side of the mothership even in rough weather. This avoids the risk of shifting weight loads when lowering and lifting boats in adverse weather conditions using a traditional gantry davit on the top deck where space was also limited on the Nexans Aurora due to the density of cable-spooling equipment onboard. Such a system gives the cable-laying vessel a wider operational window so she can continue working on time-critical offshore installation work, avoiding weather-related delays that can have a costly knock-on effect for the client in terms of tardy projects. MissionEase was proposed by the ship's Designer, Skipsteknisk, during the conceptual phase of the new-build, given the system was one of very few suitable solutions available in the market that fitted with the vessel's specifications. A particular challenge for using Vestdavit's MissionEase was to make the system, including the telescopic davits, as compact as possible to fit within a confined space with height constraints on the mission deck, which is one deck below the aft hangar. Cutaways in the ship's sides indicate the location of the vessel launching and recovery points. The DP3 capability Nexans Aurora is designed and equipped to be as self-contained as possible. This includes capacity for long range and long duration operations without re-supply as well as onboard facilities to ensure a high level of independence and reduced need for local support during operations in areas of minimal infrastructure. The superstructure design offers an inherent separation of the working and living areas, with the application of the highest work environment standards including exclusive use of single cabins for the 90 crewmembers and technicians. The accommodation areas are all located in the forward section of the ship with all the working equipment located aft.

MOVING FORWARD

The Nexans Aurora is powered by six 3,450kW B33:45L6 Bergen Engines AS units that drive a trio of Azimuth AU115 3S Brunvoll AS Thrusters, each with a 3m diameter propeller. The Bergen B33:45L6 engine has a bore of 330mm and a stroke of 450mm, and runs at 450-750rpm as a marine propulsion engine or 720/750rpm for a 60/50Hz generator set drive. In line engines are the first to be produced, with 6,

7, 8 and 9 cylinders spanning a power range from 3,600kW to 5,400kW. The B33:45L6A engine is 9,280mm long, 4,100mm high, 2,180mm wide with a dry weight of 64,200kg.

Two Transverse Tunnel Thrusters of the FU 115 LTC3000 type are fitted in the hull at the bow (with 3m diameter propellers), and for Dynamic Positioning Class 3 mode (DP3) a single Azimuth retractable thruster of the AR115LNC2900 type is fitted (with a 2.9m diameter propeller). An Emergency Generator is installed in the form of a DI16M Scania CV AB unit. The ship's service speed is 14 knots. Following sea trials, the final milestone of the Nexans Aurora's construction was reached on 31st May when the DP3 Cable Lay Vessel, the state-of-the-art flagship of the Nexans fleet, was handed over from Ulstein Verft. The ship was delivered on time despite the parallel handling of the Covid-19 pandemic, with all the implications, restrictions and delays being dealt with in areas such as production, sourcing, travel restrictions, quarantines and much more. The vessel was then named in a ceremony at Ulstein Verft in Ulsteinvik on 8th June, before she departed for her home port of Halden where Nexans' subsea high voltage cables competence centre is located. The ship's lady sponsor was Mrs Anne Lise Aukner, former Managing Director of Nexans Norway. The Nexans Aurora's first assignment is to install the export cables for the Seagreen offshore wind farm project. The construction on the 1,075 megawatt project started in 2021 and, when completed, the Seagreen 1 will be Scotland's largest wind farm.

TECHNICAL SPECIFICATIONS

Shipbuilder:	Ulstein Verft AS, Ulsteinvik, Norway
Hull Subcontractor:	CRIST, Poland
Designer:	Skipsteknisk - Model ST-297 CLV
Hull number:	314
Contract Signed:	8th June 2018
Keel Laying:	24th April 2019
Grand Block Ceremony:	15th October 2019
Launch:	17th April 2020
Delivery:	31st May 2021
IMO:	9862059
Flag:	Norway
Port of Registry:	Oslo
Ship Type:	865 - Cable Layer
Owner:	Nexans Norway AS
Ship Manager:	OSM Offshore Bergen AS
DNV Class Notation:	1A Cable laying vessel BIS BWM(T) Clean (Design) COMF (C-3, V-3) DYNPOS (AUTRO) E0 Ice (C) NAUT (AW) Recyclable SF Silent (E) SPS Strengthened (DK) VIBR
Design Lifespan:	25 years
Gross Tonnage:	22,263
Deadweight Tonnage:	17,331
Net Tonnage:	6,679
Length Overall:	156.40m
Length B.P.:	142.80m
Length at Load Line:	142.63m
Beam (Extreme):	31.15m
Beam:	31.00m
Hull Depth:	12.80m
Draught:	8.80m
Main Generator Engines:	6x 3,450kW B33:45L6 Bergen Engines AS
Propulsion:	3x Azimuth 3S AU115 Brunvoll AS Thrusters
Bow Thrusters:	2x Brunvoll Transverse Tunnel Thrusters - FU 115 LTC3000
Retractable Bow Thruster:	1x Brunvoll Azimuth retractable thruster - AR115LNC2900
Emergency Generator:	1x DI16M Scania CV AB
Dynamic Positioning:	Class 3
Service Speed:	14 knots
Anchor Chain Length:	632.50
Ballast Capacity:	11,732.90m³
Crew/Technician Capacity:	90 persons in single cabins
Main Cable Carousel:	10,000 tonnes

Special thanks must go to Tonje Øyehaug Ruud, Public Relations Manager at Ulstein and Lars Skoge of Ulstein Design & Solutions for their invaluable help with information & images.

The Royal Naval Benevolent Trust
Supporting The RNBT Family
Men and women of the Royal Navy and Royal Marines serve their country, often at times of danger. Established in 1922, the RNBT helps non-commissioned Sailors, Marines and their families (The RNBT Family) throughout their lives.
Your donation will help us to help them.
Castaway House, 311 Twyford Avenue, Portsmouth, Hampshire, PO2 8RN
T: 02392 690112 F: 02392 660852 E: rnbt@rnbt.org.uk www.rnbt.org.uk

TODAY AND YESTERDAY
Shipping
Binders
Keep your issue of Shipping T&Y in pristine condition in one of our tailor-made binders. Attractively bound in blue with gold blocking on the spine, each binder holds 12 issues.
Price Each (incl p&p)
UK: £9.75
Europe: £14.10
Rest of World: £16.65
Available direct from the address below, or www.tandymedia.com
Shipping T&Y, Tandy Media Ltd,
PO Box 302, Bexhill-on-Sea, TN40 9HN
T: 0203 745 3367
E: subs@tandymedia.com

80 YEARS AGO

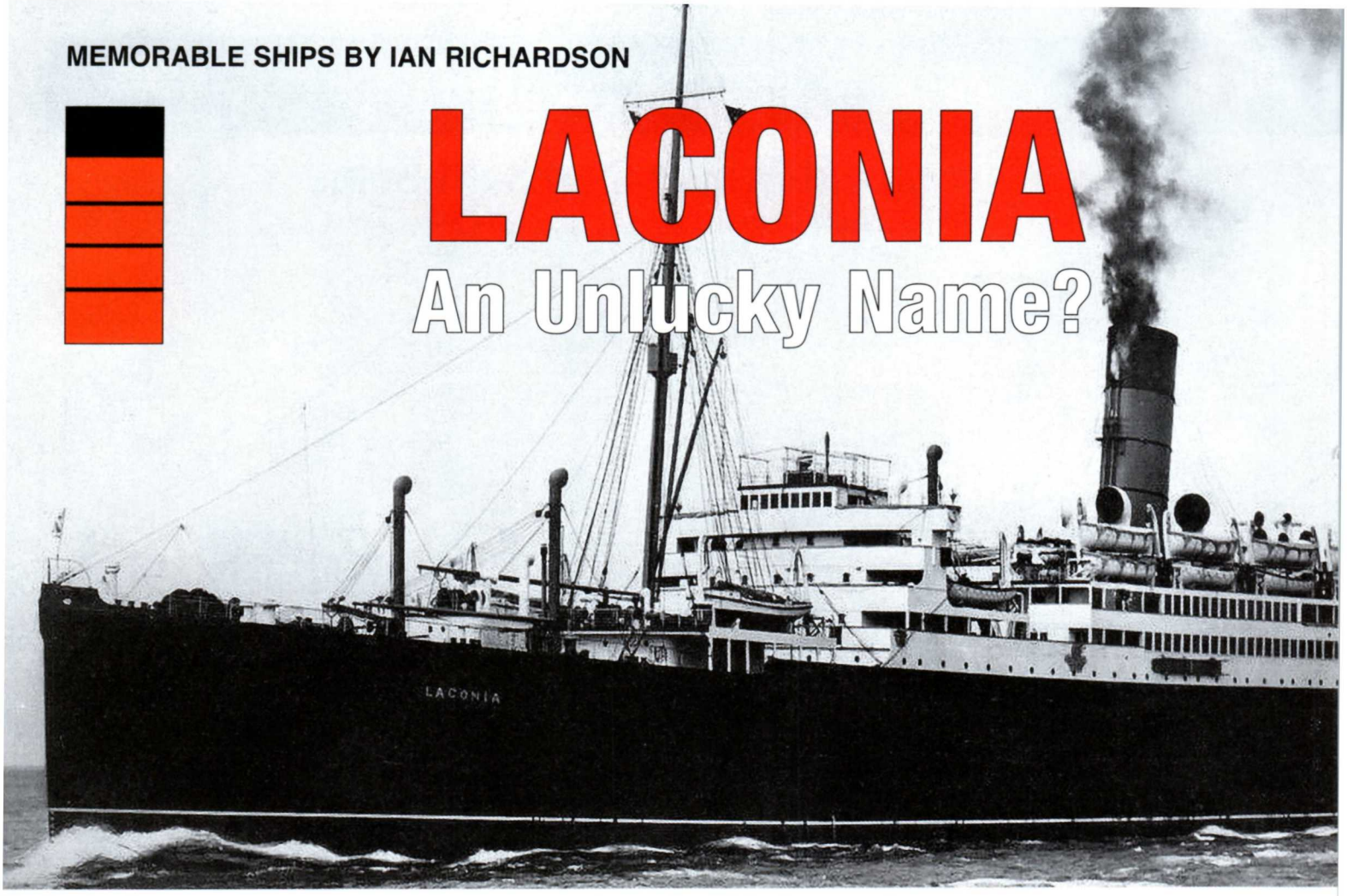
Significant British Merchant Ships lost in September 1941

Date	Name	Built	GRT	Owners	Position	Lives lost
3	Fort Richepanse	1936	3,485	Ministry of War Transport	Torpedoed (U-567) 450nm SW of Bloody Foreland	41
4	Abbas Combe	1920	489	Ald Shipping	Bombed and sunk 5nm NNW of Barsey Island	4
6	King Erik	1899	228	Boston Deep Sea Fisheries	Torpedoed (U-141) off Iceland	15
7	Duncarron	1914	478	Buchan & Hogg	Torpedoed (S-50) 3nm N of Sheringham	6
7	Empire Gunner	1906	4,492	Ministry of War Transport	Bombed and sunk in St. George's Channel	
7	Marcrest	1911	4,224	Crest Shipping Co.	Bombed and later sunk off Great Yarmouth	
7	Ophir II	1906	213	Forward Steam Fishing Co.	Mined 4nm off Humber LV	5
7	Trsat	1919	1,369	Ministry of War Transport	Bombed and sunk off Kinnaird Head	3
9	Empire Springbuck	1918	5,591	Ministry of War Transport	Torpedoed (U-81) NE of Cape Farewell, Greenland	42
10	Empire Hudson	1941	7,465	Ministry of War Transport	Torpedoed (U-82) NE of Cape Farwell, Greenland	4
10	Muneric	1919	5,229	Bright Navigation	Torpedoed (U-432) S of Cape Farewell, Greenland	63
10	Sally Maersk	1923	3,252	Ministry of War Transport	Torpedoed (U-81) ENE of Cape Farewell, Greenland	
10	Thistleglen	1929	4,748	Allan, Black & Co.	Torpedoed (U-85) NE of Cape Farewell, Greenland	3
11	Berury	1919	4,924	Moss Hutchison Ltd.	Torpedoed (U-207) E of Cape Farewell, Greenland	1
11	Bulysses	1927	7,519	Anglo-Saxo Petroleum	Torpedoed (U-82) S of Cape Farewell, Greenland	4
11	Empire Crossbill	1919	5,463	Ministry of War Transport	Torpedoed (U-82) S of Cape Farewell, Greenland	49
11	Gypsum Queen	1927	3,915	Gypsum Packet Co.	Torpedoed (U-82) S of Cape Farewell, Greenland	10
11	Stonepool	1928	4,803	Sir R. Ropner & Co.	Torpedoed (U-207) E of Cape Farewell, Greenland	42
12	Tai Koo	1937	688	Taikoo Dockyard & Engineering	Mined at Massawa, Eritrea	4
13	Bloomfield	1920	1,417	Harries Bros.	Bombed and sunk S of Faroe Islands	
15	Daru	1927	3,854	Elder Dempster Lines	Bombed and sunk in Irish Sea	
15	Empire Eland	1920	5,620	Ministry of War Transport	Torpedoed (U-94) in N. Atlantic	38
15	Flying Kite	1929	260	Clyde Shipping Co.	Mined in Dalmuir Basin	5
15	Newbury	1927	5,102	Alexander Shipping Co.	Torpedeod (U-94) 800nm SE of Cape Farewell, Greenland	45
16	Birtley	1923	2,873	Burnett SS Co.	Mined near The Wash	3
16	Jedmoor	1928	4,392	Walter Runciman & Co.	Torpedoed (U-98) SE of Cape Farwell, Greenland	32
17	Teddington	1941	4,762	Watts, Watts & Co.	Attacked by S-51, ran aground and was wrecked	
19	Bradglen	1930	4,741	Sir Wm. Reardon Smith	Mined in Thames estuary	9
19	Baron Pentland	1927	3,410	H. Hogarth & Sons	Torpedoed (U-372) S of Cape Farewell, Greenland	2
20	Baltallinn	1920	1,303	United Baltic Corporation	Torpedoed (U-124) in N. Atlantic	18
20	Cingalese Prince	1929	8,474	Rio Cape Line	Torpedoed (U-111) ESE of St. Paul's Rocks	57
20	Empire Burton	1941	6,966	Ministry of War Transport	Torpedoed (U-74) in S. Atlantic	3
20	Empire Moat	1941	2,922	Ministry of War Transport	Torpedoed (U-124) 800nm W of Ushant	5
20	Portsdown	1928	342	Southern Railway	Mined in the Atlantic	23
20	T.J. Williams	1921	8,212	Ministry of War Transport	Torpedoed (U-552) NE of Cape Farewell, Greenland	17
21	Lissa	1927	1,511	Glen & Co.	Torpedoed (U-201) in N. Atlantic	26
21	Rhineland	1922	1,381	Currie Line	Torpedoed (U-201) in N. Atlantic	26
21	Runa	1930	1,575	Glen & Co.	Torpedoed (U-201) in N. Atlantic	14
21	Walmer Castle	1936	906	Union-Castle Line	Bombed and sunk in N. Atlantic	13
21	Vancouver	1928	5,729	Gow, Harrison & Co.	Mined 2nm from Sunk LV	40
22	Edward Blyden	1930	5,003	Elder Dempster Lines	Torpedoed (U-103) W. of Madeira	
22	Niceto de Larrinaga	1916	5,591	Larrinaga SS Co.	Torpedoed (U-103) W. of Madeira	3
22	Silverbelle	1927	5,302	Silver Line	Torpedoed (U-68) SW of the Canary Islands	
24	Bereby	1919	5,248	Elder Dempster Lines	Wrecked at Ringvad Point, Ireland	
24	Dixcove	1927	3,790	Elder Dempster Lines	Torpedoed (U-107) SW of Madeira	2
24	John Holt	1938	4,975	John Holt & Co.	Torpedoed (U-107) SW of Madeira	1
24	Lafian	1937	4,876	Palm Line	Torpedoed (U-107) SW of Madeira	
24	Nigaristan	1913	5,883	Strick Line	Caught fire and sank 900nm SE of Cape Farewell, Greenland	
24	Saint-Clair II	1929	3,753	United Africa Co.	Torpedoed (U-67) WNW of the Canary Islands	13
25	Erna III	1930	1,590	Ministry of War Transport	Torpedoed (U-562) NE of Cape Farewell, Greenland	27
25	Empire Stream	1941	2,922	J.S. Stranaghan & Co.	Torpedoed (U-124) 700nm W of Cape Finisterre	8
26	Avoceta	1923	3,442	Yeoward Bros.	Torpedoed (U-203) N of the Azores	123
26	British Prince	1935	4,979	Rio Cape Line	Bombed and sunk off Withernsea	
26	Cortes	1919	1,374	MacAndrew & Co.	Torpedoed (U-124) N of the Azores	43
26	Empire Kudu	1919	6,622	Ministry of War Transport	Wrecked 6nm W of Point Amour, Belle Isle Strait	
26	Empire Mallard	1918	4,957	Ministry of War Transport	Collided with Empire Moon and sank in, Belle Isle Strait	
26	Lapwing	1920	1,348	General Steam Navigation Co.	Torpedoed (U-124) NW of the Azores	24
26	Petrel	1920	1,354	General Steam Navigation Co.	Torpedoed (U-124) NW of the Azores	24
27	Cervantes	1919	1,810	MacAndrew & Co.	Torpedoed (U-124) NNE of the Azores	8
27	Imperial Star	1935	10,733	Blue Star LIne	Bombed NE of Tunis and sank next day	
27	Margareta	1904	3,103	Ohison, Johnston & Co.	Torpedoed (U-201) in N. Atlantic	
28	Murielle	1919	96	Jubilee Fishing Co.	Mined 8nm SW of Morecambe Bay LV	

MEMORABLE SHIPS BY IAN RICHARDSON

LACONIA

An Unlucky Name?



Laconia (Lakonia) is located on the south eastern part of Peloponnese peninsula of mainland Greece. It is bordered by Messenia to the west and Arcadia to the north.

It was also the name chosen for two Cunard passenger liners, one completed at the end of 1911, the loss of which would hasten the entry of the USA into the First World War. The second, completed just over ten years later, would change the orders for German U-boats in relation to the rescue of survivors from torpedoed ships and add to the evidence against alleged atrocities at the Nuremburg War Trials in 1946.

Laconia (Yard No 877) and her sister Franconia (Yard No 857) completed their maiden voyages in 1912 and 1911 respectively for Cunard Line's Liverpool to New York/Boston service. The two liners appeared in the 1914 edition of Jane's Fighting Ships as vessels capable of 18 knots and suitable for use as Armed Merchant Cruisers.

Both ships were just over 18,000 gross tons with a length of 625 feet a beam of 71 feet and a draught of 40 feet 6 inches. Two quad. 4–Cylinder steam engines driving two screws with an i.h.p. of 18,000 gave the ships a service speed of 17 knots. Swan, Hunter and Wigham Richardson built both vessels on the Tyne with engines by Wallsend Slipway Co. Ltd.

They were handsome twin funnelled vessels, able to carry 2,850 passengers in three classes.

Laconia was launched on the 27th July 1911 by the wife of the US Ambassador, Mrs Whitelaw Reid. The ship was delivered on the 12th December 1911, her maiden voyage commenced on 20th January 1912.

Franconia was taken into service as a troop transport early in 1915. On the 4th October 1916 she was torpedoed by the German U-boat UB-47, under the command of Kaptit. Walfgang Steinbauer, 195 miles east of Malta. There were no troops onboard and 12 crewmembers lost their lives with others being rescued by the hospital ship Dover Castle. UB-47 survived the war being surrendered at Venice on the 6th November 1918 and was scrapped the following year.

On the 27th October 1914 Laconia was hired as an Armed Merchant Cruiser and fitted with eight 6-inch guns, being commissioned as HMS Laconia on the 24th November 1914 at Liverpool.

The ship departed from Portsmouth on the 16th December 1914 carrying 3 Short Folder Type aircraft, destined for Durban. Laconia was based at Simonstown and operated off East Africa until April 1915 when she was used as a Headquarters ship for the operations to capture Tanga and the colony of German East Africa. She resumed patrol duties in September 1915 until replaced by the former P & O Liner Himalaya (6,898grt/1892) that had also been commissioned as an Armed Merchant Cruiser.

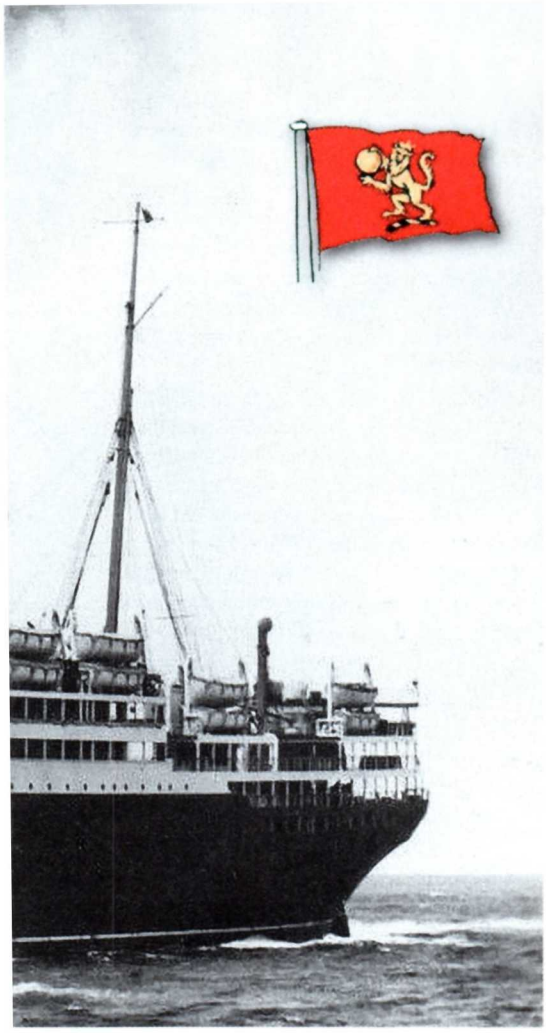
In June 1916 Laconia returned to the UK in a convoy carrying a large shipment of gold from Cape Town, before paying off at Devonport on the 2nd August 1916. She resumed Cunard's North Atlantic Service on the 9th September.

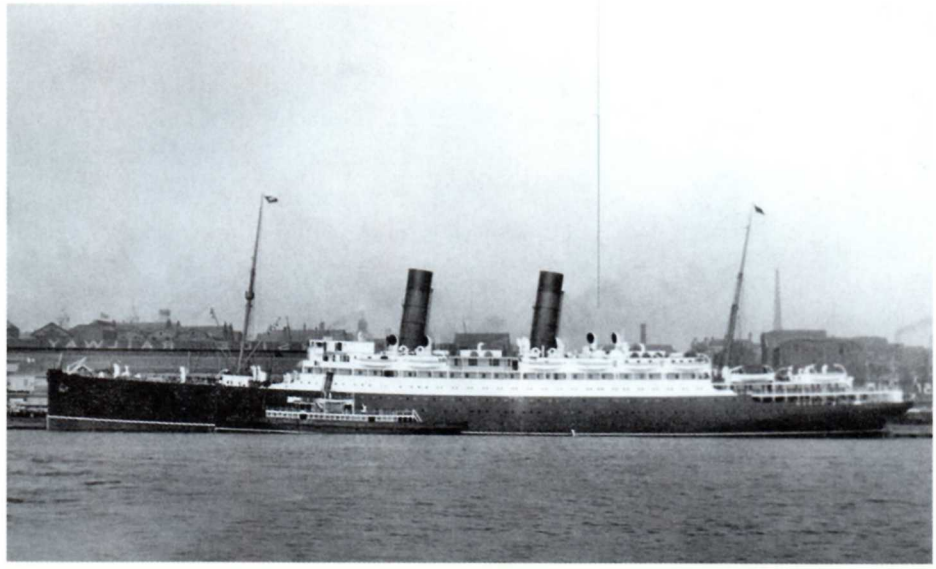
On the 25th February 1917 the liner was en-route from the United States to Britain when she was torpedoed in the late evening by the German U-boat U-50, under the command of Kaptit. Gerhard Berger, six nautical miles north west of Fastnet.

Captain William Robert Duncan Irvine was master of the liner which was carrying $1million in securities from J.P. Morgan, 852 bars of silver, 132 boxes of silver coins, 5,400 sacks of mail, 4.5 million lbs. of empty shell cases, 3,000 tons of steel and 2,843 bales of cotton. Also onboard were 75 passengers and a crew of 217. The first torpedo struck on the starboard side just aft of the engine room. Twenty minutes later, as the ship was still afloat, a second torpedo struck the starboard side exploding in the engine room.

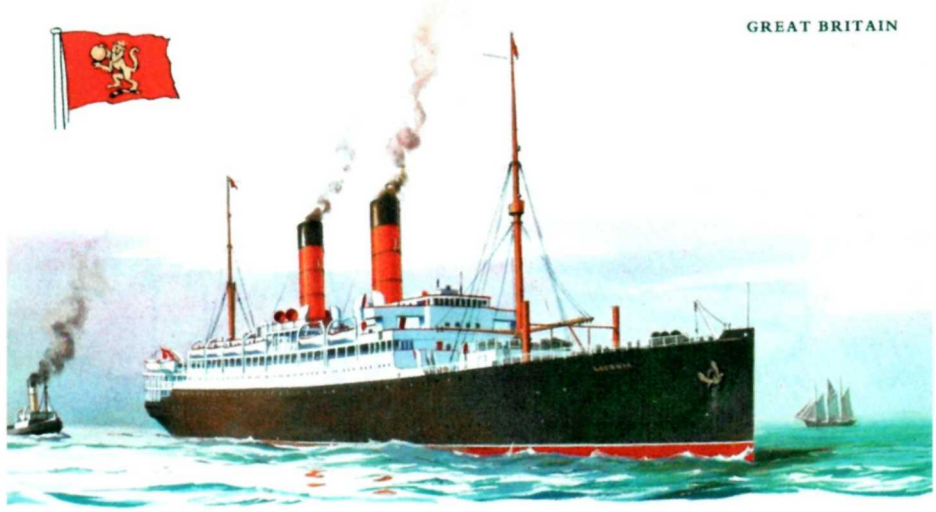
Laconia sank at 10.20pm, with a total of 12 people being killed, six crewmembers and six passengers. Those lost included two American citizens, Mrs Mary Hoy and her daughter Elizabeth Hoy from Chicago.

A reporter from the Chicago Tribune, Floyd Gibbons, was also a passenger on the ship and provided a graphic account of the loss of this fine vessel. His report in the newspaper was read to both Houses of Congress and went some way to helping push the USA in to joining the War on the side of the Allies.

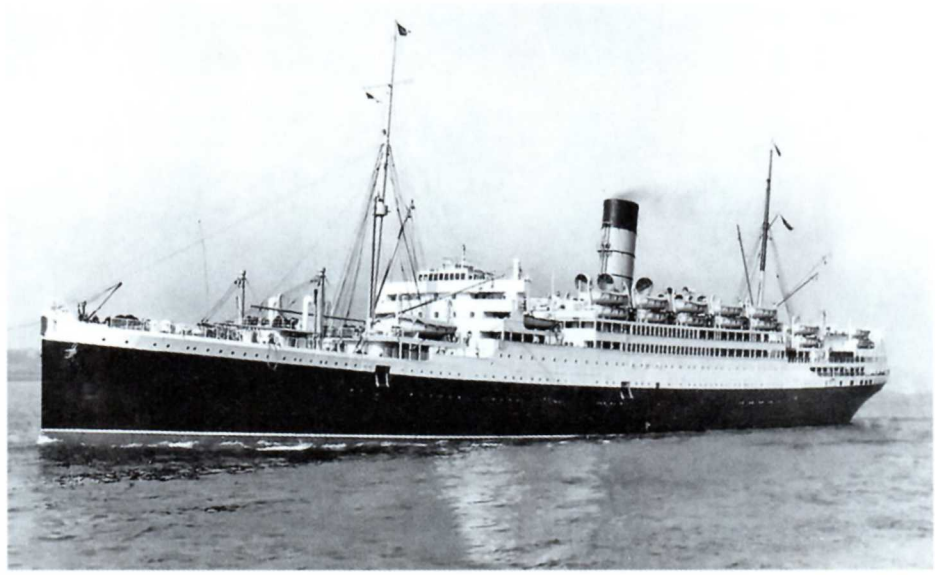




Left: The Laconia was one of five ships of the Scythia class built between 1921 and 1925. The others were the Samaria, Franconia and Carinthia.
Above: The first Laconia of 18,099grt. She was built in 1911 by Swan, Hunter & Wigham Richardson at Wallsend. On 25th February 1917 she was torpedoed and sunk by U-50 west of Ireland while on a voyage from New York to Liverpool. 12 people lost their lives.
Below: A period postcard of the first Laconia.
Bottom: A lovely view of the second Laconia showing her beautiful lines.



S.S. LACONIA, 1911
Cunard Line
18,099 tons

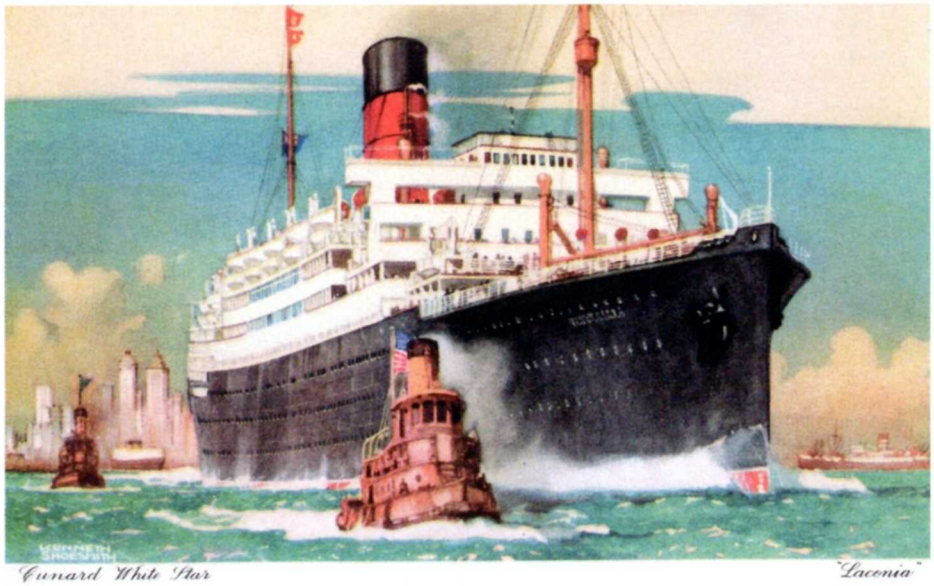


German U-boat U-50 was of the U-43 Class, launched on the 31st December 1915 and completed in early 1916. She displaced 940 tons submerged and carried two bow and 2 stern 20 inch torpedo tubes and carried a crew of 35. U-50 was probably mined and sunk in the North Sea off Terschelling on or after the 31st August 1917.

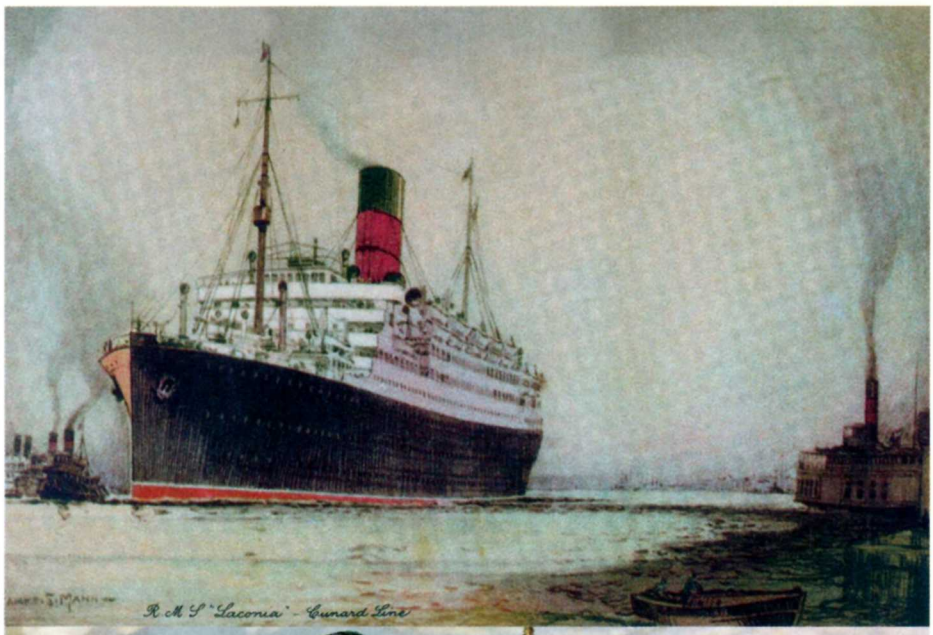
The second liner Laconia, completed in 1922, was one of the five Scythia Class, Cunard 20,000 tonners completed after the First World War. They were Scythia, Samaria, Laconia, Franconia and Carinthia. Franconia and Laconia commemorating the names of their predecessors lost in 1916 and 1917 respectively.

Laconia had a gross tonnage of 19,680, a length of 623 feet a beam of 73 feet 7 inches and a draught of 40 feet 6 inches. Like her predecessor she was built by Swan, Hunter and Wigham Richardson on the Tyne (Yard No 1125) with engines by the Wallsend Slipway. Six steam turbines double reduction geared to two shafts produced 13,600 shp for a speed of about 16 knots. She could carry 350 first class, 350 second class and 1,500 third class passengers.

Laconia was launched on the 9th April 1921 and left the builders yard on the 21st April 1922 with her maiden voyage from Southampton to New York on the 25th May 1922. Subsequently she operated on the Liverpool to New York or Boston service with occasional trips on the Hamburg-Southampton-New York route.



Above: The Laconia depicted by artist Kenneth Shoesmith (1890-1939). He was better known for his paintings of Royal Mail Line ships.
Below: An evocative painting of the Laconia by James Scrimgeour Mann (1883-1946). He was born in Dundee and studied at the Liverpool School of Art. He was an associate member of RCA 1932, a full member in 1933, Vice President in 1940 and President from 1942 until his death in 1946.
Bottom: The Laconia by Liverpool artist Walter Thomas (1994-1962).



Laconia was the first ship to undertake a 'world cruise' when she was exclusively chartered by the American Express Company leaving New York on the 21st November 1922 and arriving back on the 30th March 1923 after calling at 22 ports. She undertook regular cruising schedules in the 1930s during the 'down season'. These cruises were mainly to the Mediterranean when the ship was painted white with green boot topping.

On the 5th September 1939 Laconia was hired as an Armed Merchant Cruiser and fitted with eight 6-inch guns and two 3 inch anti aircraft guns. Operating in the Atlantic, she ran aground in the Bedford Basin at Halifax on the 9th June 1940. Her damage was so severe she was not returned to service until the end of July of that year.

On the 25th September 1941 Laconia paid off at Birkenhead and was converted to a troopship. Cammell Laird completed the work early in 1942 and the vessel began trooping voyages to the Middle East.

In August 1942 Laconia was at Suez and was due to sail back to the UK via the Cape of Good Hope.

Laconia was armed with two 4.7 - inch guns (of First World War vintage and made in Japan) six 3-inch A.A. guns, six 1.5-inch A.A. guns, four quick firing Bofors guns, two groups of 2 inch rockets, two box kites to be fitted to the mainmast which could be elevated to 250 feet with bombs attached to a wire and two mine cutting paravane.

Laconia sailed on the 12th August 1942 from Port Tewfik (now Suez Port) situated at the southern boundary of the Suez Canal. The vessel was making her way back to the UK via the Cape of Good Hope. Her captain was Captain Rudolph Sharp CBE, RD, RNR. He had been in command of the Cunard liner Lancastria when she had been bombed and sunk with heavy loss of life whilst evacuating troops off St. Nazaire on the 17th June 1940.

Calls were made at Aden, Mombasa, Durban and Cape Town where she arrived on the 1st September 1942.

When Laconia departed from Cape Town she had on board 463 officers and crew, 286 passengers from the three armed services, 1,793 Italian prisoners of war 103 Polish guards and 87 civilians (including women and children). A total of 2,732 persons.

At about 10am on Saturday 12th September 1942 a lookout on the German U-boat U-156 under the command of Korvettenkapitan Werner Hartenstein spotted smoke on the horizon and the vessel appeared to be following a zig-zag course of 17 knots. Steaming at 16 knots on the surface in a straight course towards the ship it took until 10pm that evening for the submarine to catch up.

At 10.07pm U-156 launched two torpedoes, whilst on the surface, from tubes 1 and 3 hitting Laconia on the starboard side at No. 4 hold containing 450 Italian prisoners,

many of whom were killed instantly. The second torpedo hit No. 2 hold also filled with Italians.

The ship immediately took a heavy list to starboard, with many lifeboats smashed due to the explosions. Lifeboats on the port side were unable to be launched until the ship settled due to the heavy list to starboard and many onboard simply jumped into the shark-infested waters.

At 11.23pm Laconia slid beneath the waves and U-156 sailed slowly towards where the survivors were in the water and in the boats and life rafts. Through the cries of the survivors it was apparent that the voices came from women, children, Poles and Italians! This had put a different perspective on the situation and the U-boat began to pick up survivors without differentiating between the various nationalities.

Assistance was requested as U-156 was now packed with 263 survivors as well as seeing to the needs of those in nearby lifeboats some of which were taken in tow. Two more U-boats, U-506 (Kapitanleutnant Eric Wurdemann) and U-507 Korvettenkapitan Harro Schact were ordered to the scene, both arriving late morning and early afternoon on the 15th September. U-506 took 132 Italians on board and U-507 found four lifeboats in the general area. These contained a total of 153 persons, 149 Italians and four British, including two women.

With many survivors onboard as well as towing lifeboats the three U-boats began to make their way independently towards the west coast of Africa searching for more survivors en-route.

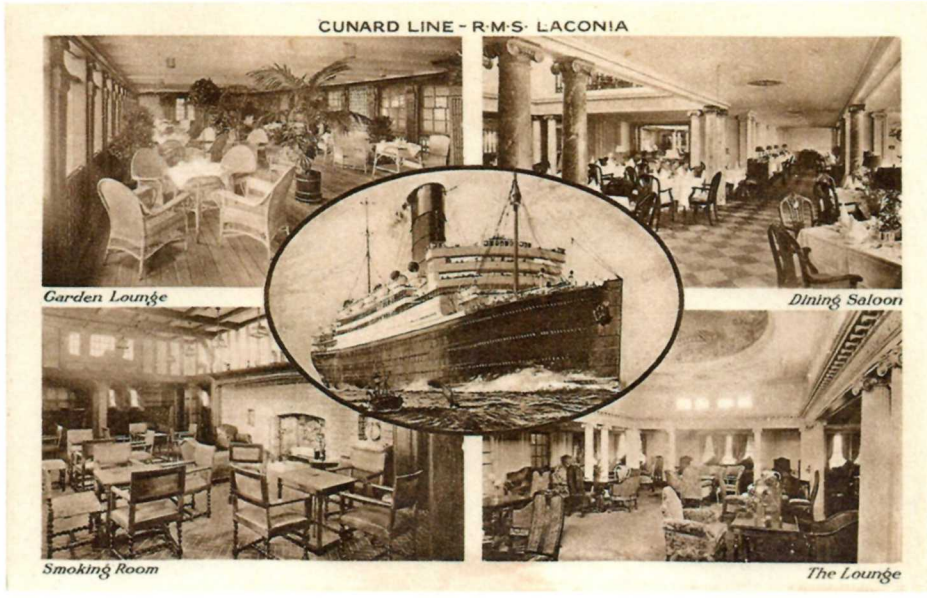
On the 16th September the Italian submarine Commandante Cappellini under the command of Lieutenant Commander Marco Revedin also arrived in the area.

Commandante Cappellini discovered two lifeboats from Laconia containing 50 and 84 occupants respectively all of which were British. These were supplied with food and water. Two waterlogged lifeboats were then found containing British and Polish personnel who were transferred to undamaged boats, apart from two British senior officers who were taken prisoner. Forty-eight Italians, two of whom died the following day were also taken onboard.

Via diplomatic channels assistance was requested from the Vichy French authorities to aid with the rescue. This was agreed, if the Germans agreed to replace the fuel used. This was subsequently provided.

The cruiser Gloire, and sloops Annamite and Dumont-d'Urville were despatched from Dakar, Conaky in French Guinea and Cotonou in Benin respectively.

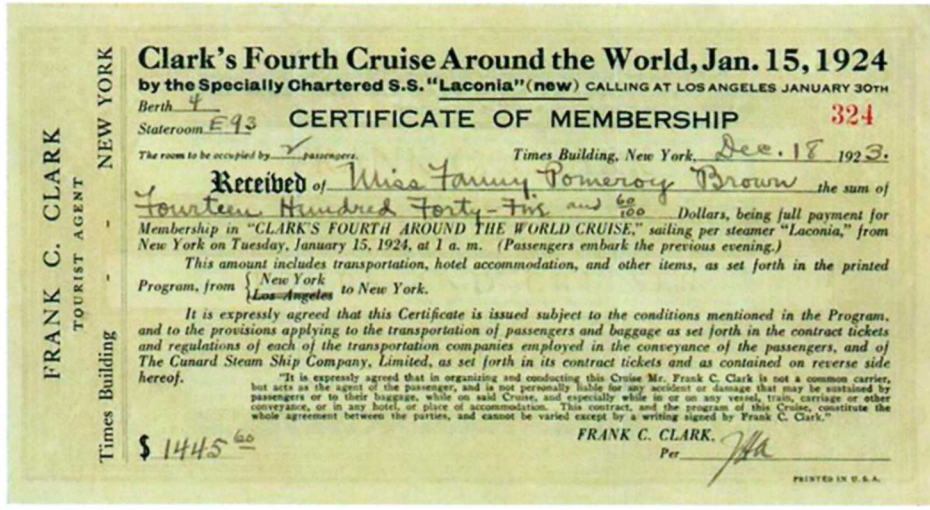
However, at 11.25am on the 16th September a lookout on U-156 reported an aircraft approaching. The submarine placed a large white flag with a red cross on it to cover the deck gun, plus the submarine was



Above: A Cunard postcard showing the public rooms of the Laconia.

Below: An interesting ticket for the Laconia's World Cruise in 1924. Miss Brown was a well known traveller. Her passion for travel was legendary and she seems to have made life-long friends as far away as Japan.

Bottom: Following the sinking of the Laconia survivors were picked up by the U-boats. Here we see U-156 in the foreground and U-507 in front of her. Survivors can be seen on deck and others are being picked up from an inflatable raft.



FRANK C. CLARK
TOURIST AGENT
Times Building - NEW YORK

Clark's Fourth Cruise Around the World, Jan. 15, 1924
by the Specially Chartered S.S. "Laconia" (new) CALLING AT LOS ANGELES JANUARY 30TH

Berth 4
Stateroom E93

CERTIFICATE OF MEMBERSHIP 324

The room to be occupied by 1 passengers.

Times Building, New York, Dec. 18 1923.

Received of Miss Fanny Pomeroy Brown the sum of Fourteen Hundred Forty-Five and 60/100 Dollars, being full payment for Membership in "CLARK'S FOURTH AROUND THE WORLD CRUISE," sailing per steamer "Laconia," from New York on Tuesday, January 15, 1924, at 1 a. m. (Passengers embark the previous evening.)

This amount includes transportation, hotel accommodation, and other items, as set forth in the printed Program, from {New York / ~~Los Angeles~~} to New York.

It is expressly agreed that this Certificate is issued subject to the conditions mentioned in the Program, and to the provisions applying to the transportation of passengers and baggage as set forth in the contract tickets and regulations of each of the transportation companies employed in the conveyance of the passengers, and of The Cunard Steam Ship Company, Limited, as set forth in its contract tickets and as contained on reverse side hereof.

"It is expressly agreed that in organizing and conducting this Cruise Mr. Frank C. Clark is not a common carrier, but acts as the agent of the passenger, and is not personally liable for any accident or damage that may be sustained by passengers or to their baggage, while on said Cruise, and especially while in or on any vessel, train, carriage or other conveyance, or in any hotel, or place of accommodation. This contract, and the program of this Cruise, constitute the whole agreement between the parties, and cannot be varied except by a writing signed by Frank C. Clark."

$ 1445 60

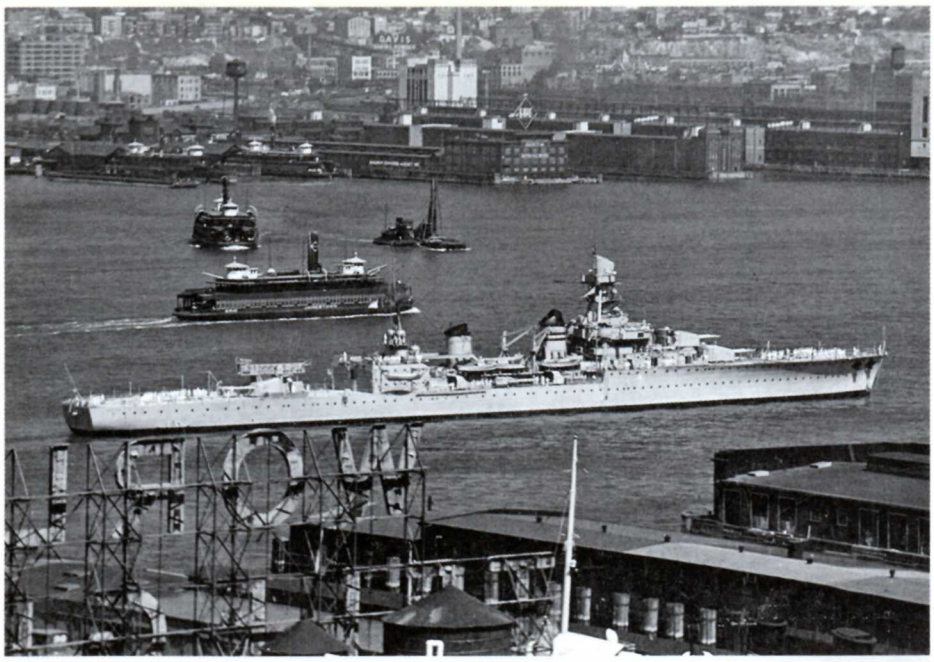
FRANK C. CLARK.
Per

PRINTED IN U. S. A.

Above: The Italian submarine Commandante Cappellini. She was a Marcello-class submarine built for the Italian Navy. After Italy's surrender, she was captured by the Japanese and handed over to Germany as UIT-24. Following the capitulation of Germany, the Japanese integrated the boat into their fleet as I-503. Following the end of the war, the United States scuttled the submarine in 1946.

Below: The French cruiser Gloire. She made three deployments to Indo-China and she was finally placed in reserve on 1st February 1955, being condemned for disposal on 2nd January 1958.

Bottom: The Dumont d'Urville was a Bougainville-class aviso of the French Navy, designed to operate from French colonies in Asia and Africa. She was built by Ateliers et Chantiers Maritime Sud-Ouest of Bordeaux and launched on 21st March 1931. Dumont d'Urville remained in French Navy service after the war until 26th March 1958 when she was broken up.



towing a number of lifeboats. One of the survivors, an RAF officer, was given permission to pass a message by signal lamp to the aircraft outlining the situation and not to attack. The aircraft flew away but returned at 12.32pm.

The aircraft, a US B24 four-engined Liberator from Ascension Island was piloted by Lt. J.D. Harden USAAF and after his first flight over U-156, he requested instructions from his base on Ascension Island. The Army Captain in charge, Captain Robert C. Richardson III gave the order to sink the submarine.

On the second run bombs and depth charges were dropped. These killed dozens of survivors, sinking one and overturning another lifeboat. All the survivors, apart from the Italians, on board U-156 were ordered either into the water or if possible into the remaining lifeboats. The U-boat herself was also damaged in the attack and Hartenstein ordered the submarine to submerge and sailed away taking no further part in the operation.

On the 17th September a twin engine B25 Mitchell bomber from Ascension Island sighted U-506 and approached the U-boat, which crash dived. At the time it contained 151 survivors including women and children. The bomber made a second run, and dropped two bombs and two depth charges, fortunately not causing any damage.

Eventually the sloop Annamite and cruiser Gloire picked up survivors from the scattered lifeboats as well as transferring the survivors from U-506 and U-507 on the 17th September. At 10am on the 18th September Annamite transferred 315 survivors to Gloire.

The sloop Dumont-d'Urville, being much slower than the other French vessels, did not reach the rendezvous position, but instead was instructed to meet with Commandante Cappellini and take onboard her survivors. The submarine kept six Italian nationals and two British Officers, transferring 42 Italians. This transfer took place on the morning of the 20th September.

Whilst en-route to the rendezvous the French vessel came across survivors from the British motor vessel Trevilley. This ship, owned by Hain-Nourse, had been completed in 1940 by Lithgow and Co. at Port Glasgow. She was 5,296 gross tons and had been torpedoed and sunk by gunfire from the German U-boat U-68 on the 12th September at position 4°30' south and 7°50' west.

U-68 was sunk on the 10th April 1944 by aircraft from the US escort carrier USS Guadalcanal north of Madeira.

The rescued personnel onboard the French ships were taken to Dakar, and then on to Casablanca where they were put into an internment camp in French North Africa. Most were quickly liberated following the Allied invasion of North Africa in 1942.

One of the lifeboats containing survivors was at sea for 27 days before eventually making landfall in Liberia. During the course of the journey 53 out of 69 survivors died.

Out of 2,732 onboard, of those who survived, 1,039 were taken onboard Gloire, 42 by Dumont-d'Urville, 4 British Officers were taken prisoner (2 in U-507 and 2 in Cappellini) 6 Italians remained in Cappellini and 20 saved in the last two lifeboats, several of whom died almost immediately after landing. A total of 1,111. Out of 1,793 Italians onboard, 450 survived, and 73 out of 103 Polish guards were saved. Annamite, which was only 900 tons in displacement, transferred her survivors to Gloire.

Up to the loss of Laconia, German U-boats had generally complied with the rules of the Geneva Convention of 1907, in that assistance should be offered to the shipwrecked sailors of steamers sunk without warning, as long as the boat would not be endangered or the military mission prejudiced.

On the 27th August 1942 the Clan Macwhirter (5,941 grt/1918) a straggler from convoy SL119 was torpedoed by U-156 about 190 miles north north west of Madeira. The vessel under the command of Captain Roderick Sutherland Masters, which was owned by the Clan Line (Cayzer Irvine) sank stern first after two torpedoes struck.

U-156 surfaced, giving those in the lifeboats assistance and set them the course and distance to Madeira. The survivors were picked up by the Portuguese sloop, Pedro Nunes, and landed at Funchal on the 2nd September 1942.

As a result of the sinking of the Laconia, Admiral Donitz issued an order, known as "The Laconia Order" which, in summary, stated that no attempt must be made to rescue crews of ships sunk, including those in the water. Exceptions applied to the rescue of persons who may be useful for intelligence purposes. Nor should food or water be provided. U boat commanders should be harsh, bearing in mind that the enemy takes no regard of women and children in his bombing attacks on German cities.

At the Nuremburg War Trials in 1946 evidence was given of "The Laconia Order". However the defence argued that a similar policy was also in force by the USA in the Pacific. Donitz was found guilty of Crimes Against Peace and War Crimes. He was sentenced to 10 years in prison.

THE SHIPS INVOLVED

U-156, U-506, U-507 were all Type IXC U-boats. Displacing 1,232 tons (submerged) carrying six 21 inch Torpedo Tubes (up to 25 Torpedoes), one 4.1 inch gun, one 37 mm A.A. gun and one 20 mm A.A. gun. They carried a crew of between 48 and 54 and had a range of 11,000 miles at 12 knots on the surface and 63 miles at 4 knots submerged. Their maximum speed was 18.25 knots on the surface and 7.25 knots submerged.

U-156 was built by AG Weser at Bremen and launched on the 21st May 1941, commencing her first 18 day patrol from Kiel on the 24th December 1941. Werner Hartenstein had been Captain since her commissioning and had been promoted from Kapitanleutnant to Korvettenkapitan for the patrol, which involved the sinking of Laconia.

This patrol had commenced on the 20th August 1942 when U-156 left Lorient in France returning 89 days later on the 16th November 1942.

During this patrol U-156 sank three ships, Clan Macwhirter on the 27th August, Laconia on the 12th September and Quebec City (4,745 grt/1927) on the 19th September. Sir Wm. Reardon Smith and Sons Ltd. owned this freighter.

U-156 was lost on the 8th March 1943 in mid Atlantic east of Barbados when depth charged by a Catalina aircraft of the US Navy. There were no survivors from the crew of 53.

U-506 and U-507 were both built by Deutsche Werft, Hamburg. U-506 was launched on the 20th June 1941 and U-507 on the 15th July 1941.

U-506 was lost on the 12th July 1943 in the North Atlantic west of Vigo when she was depth charged by a Liberator aircraft from the US Air Force. 48 crewmembers were killed and 6 rescued. The submarine had left Lorient on the 16th January 1943 under the command of Kapitanleutnant E. Wurdemann.

U-507 was lost on the 13th January 1943 in the South Atlantic north west of Fortaleza by depth charges dropped by a Catalina aircraft of the US Navy. All 54 crewmembers were killed. She had left Lorient on the 28th November 1942 under the command of Korvettenkapitan H. Schacht.

Italian Submarine Commandante Cappellini was built by Odero-Terni-Orlando Mugglana, La Spezia and completed in September 1939. She had a displacement of 1,315 tons (submerged) and carried eight 21 inch Torpedo Tubes (sixteen torpedoes), two 3.9 inch guns and four 13.2mm A.A. guns. On the surface the boat had a maximum speed of 18 knots and a submerged speed of 8.2 knots. She carried a crew of 58. Her commanding officer was Lt. Commander Marco Revedin.

The vessel was captured by the Japanese at Sabang on the 10th September 1943 after the Italian surrender. The boat was then transferred to the German Navy becoming UIT-24, operating in the Pacific.

The vessel was again taken over by the Japanese following the surrender of Germany and renumbered I-503 and converted to a transport submarine.

On the 2nd September 1945 the submarine was found at Kobe by US forces and subsequently sunk by the US Navy on 16th April 1946 in the Kii Suido between the Japanese islands of Honshu and Shikolu.

French cruiser Gloire was launched on the 28th September 1935 and completed at Bordeaux on the 15th November 1937. The vessel displaced 9,100 tons (full load) and carried nine 6-inch guns in the triple turrets, plus lighter A.A. guns. She carried a crew of about 540. Her commanding officer was Commander Graziani. Gloire served with the French Navy following the war and was scrapped in January 1958.

French Sloop Annamite was launched on the 17th June 1939 at Lorient. She displaced 900 tons (full load) and carried two 3.9 inch guns and smaller A.A. guns. She carried a crew of about 100 and had a maximum speed of 20 knots. Her commanding officer was Lt. Commander Quemard. She was renamed Chamois in 1953 and transferred to Morocco in 1961 becoming El Lahiq. Eventually her hull was used as a breakwater at Ile de Levant in 1967.

Dumont-d'Urville was a French Colonial Sloop and launched at Bordeaux on the 21st March 1931. She displaced 2,600 tons (full load) and carried three 5.5 inch guns plus smaller A.A. guns and a capacity to carry up to 50 mines. The vessel carried a crew of 170 and had a maximum speed of 15.5 knots. Her commanding officer was Commander François Madelin. The sloop was withdrawn from service and scrapped in March 1958.

The loss of both ships named Laconia had a big impact in history, the first by bringing the USA into the First World War, and the second causing diplomatic chaos and evidence to convict at the Nuremburg War Crimes Trials in 1946.

Although Cunard had a further vessel named Franconia, the former Ivernia of 1955 was renamed Franconia in 1963 before being sold in 1973, the name Laconia was never used again.

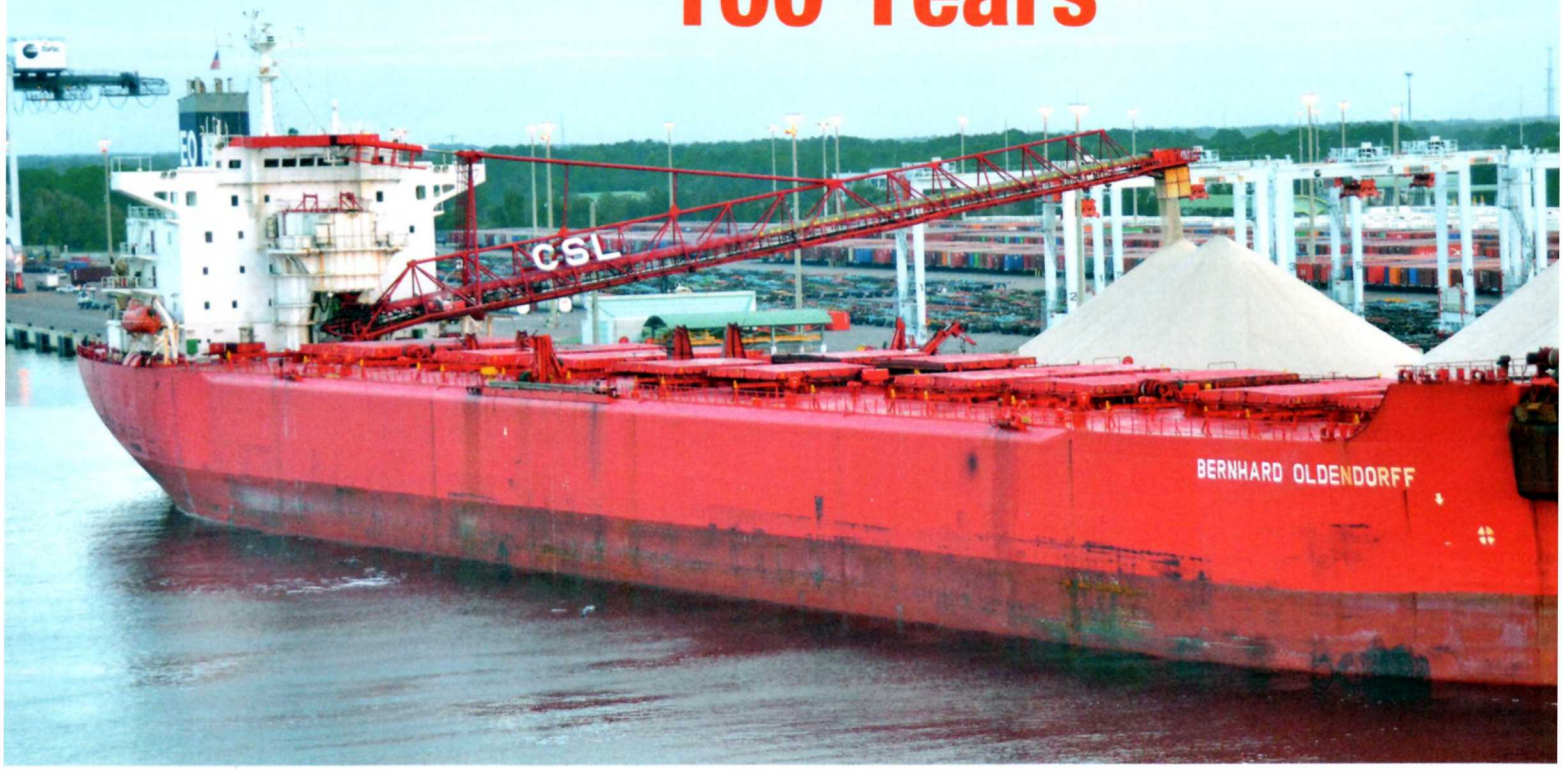
However, the Greek Line acquired the passenger vessel Johan van Oldenbarnevelt (19,040 grt/1930) from the Nederland Line in March 1963 and renamed her Lakonia.

On the 22nd December 1963 whilst on a Christmas Cruise to the Canary Islands, departing from Southampton on the 19th December 1963 the vessel caught fire off North Africa. A total of 128 persons died in the disaster, and the vessel eventually sank on the 29th December 1963, 250 nautical miles west of Gibraltar.

Was this a case of another unlucky Laconia/Lakonia?

FEATURE BY NORMAN MIDDLEMISS

THE OLDENDORFF FAMILY OF SHIPOWNERS 100 Years



One hundred years ago on 19th February 1921, Egon Oldendorff (1900-1984) was made a partner in the shipping company of Lilienfeld & Holmuth in Hamburg two days after his 21st birthday. He became the sole partner when Lilienfeld died at the end of 1921. During 1922/23, his firm acquired two coasters of 600 grt in Planet and Komet, both already nearly forty years old. Planet was trapped in the ice in the Baltic during the winter of 1928/29 and received bunkers and supplies from the German battlecruiser Schleswig-Holstein, and later became a total loss in November 1943 after more than 62 years of service.

Egon Oldendorff had been born on 17th February 1900 as the youngest of three children at Dorum near Bremerhaven and went to school in Dorum and Lehe. His father Ludolf Oldendorff had been a banker and auctioneer, and at the age of 16 years Egon went to work on the farm of his uncle Gustav Schmidtmann in the small village of Alsum. He was called up for Army service towards the end of World War I, and was discharged from the Army on 31st December 1918. He worked in his father's bank until June 1920, and then had become a trainee in the shipping firm of Lilienfeld & Holmuth. He became very acquainted with the German coastal and North Sea trades.

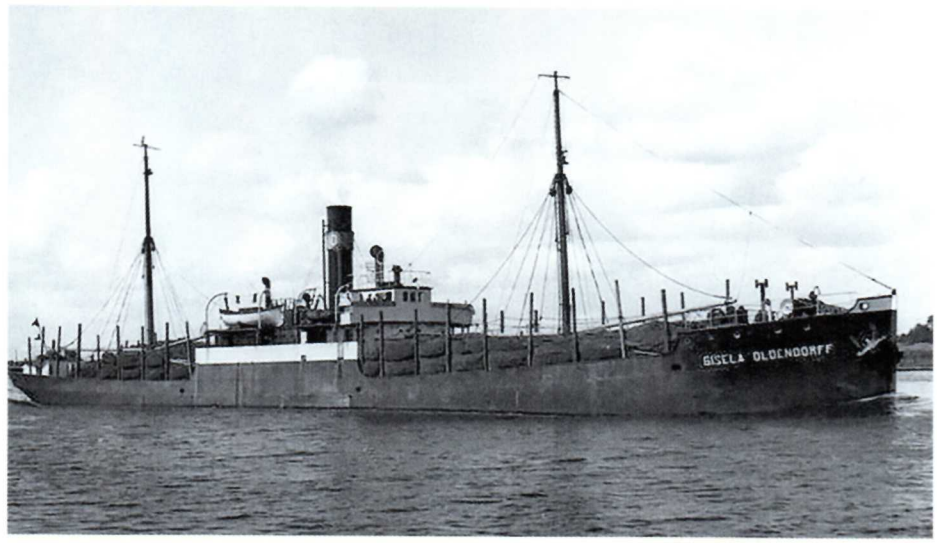
Egon moved his office to Lubeck in 1925, his company was now called Nordische Dampfer Reederei, and acquired an even older coaster in 1926, this time built for Turnbull at Whitby back in 1871 as Whitehall, and was renamed Magnet. She was sold to Italian owners three years later, and unfortunately sank 15 miles SW of Cape Spartiventi in May 1932 while on a voyage from Porto Empedocie to Pescara with rock salt. The original funnel colours of the fleet were black with a white 'EO' on a blue band. Egon had a small fleet of six short sea traders in 1932 with names beginning 'Nord', which became a traditional Oldendorff nomenclature. The veterans Nordstern, Nordland, Nordlicht, Nordmark, Nordkap and Nordfels had an average age of 34 years, with Nordfels being the former Burnett Steamship Company of Newcastle collier Towneley built in 1904 by Wood, Skinner of Gateshead.

The steamer Peter Benoit of 1,359 grt built in 1902 was purchased in 1932 and was the first ship to be named after a family member as Gisela Oldendorff. The Depression years were just as severe in Germany as in England, with most of the six strong fleet laid up for long periods, particularly in the bad winter of 1932. A fledgling liner service from Germany to Scandinavia was abruptly stopped in 1929 and was never to be revived.

The end of the Depression and the rise in freight rates in 1936 for cargoes of pyrites from Spain to Northern Europe, or pitch from London to the Mediterranean meant a revival in trading. More veteran steamers were purchased, including an engines aft 'Laker' built by the Wallsend yard of Swan, Hunter & Wigham Richardson Ltd. in 1903 as Westmount and renamed Ludolf Oldendorff. Another purchase in 1936 was a steamer built back in 1893 as George Mahn of 1,101 grt and renamed after his son Klaus, born in 1933.

In 1939, Egon expanded from the North Sea and Baltic coal and timber trades into tramping with the purchase of the Dutch ship Leersum of 3,986 grt, completed in 1918 as Leersum at Capelle in Holland for the Oostzee N.V. Mij and renamed Henning Oldendorff. She was captured in the Denmark Strait by the British cruiser Colombo on 17th November 1939 while trying to reach Germany with iron ore from Huelva in Spain. By the end of the war, his small fleet of a dozen steamers had been reduced to only two by war losses. Gisela Oldendorff of 1,361 grt and Nordmark of 1,060 grt were too small to be surrendered to the victorious Allies and went back into service in 1947 under strict supervision of the Allies.

No new ships, except coasters, could be ordered or built in German yards until 1950

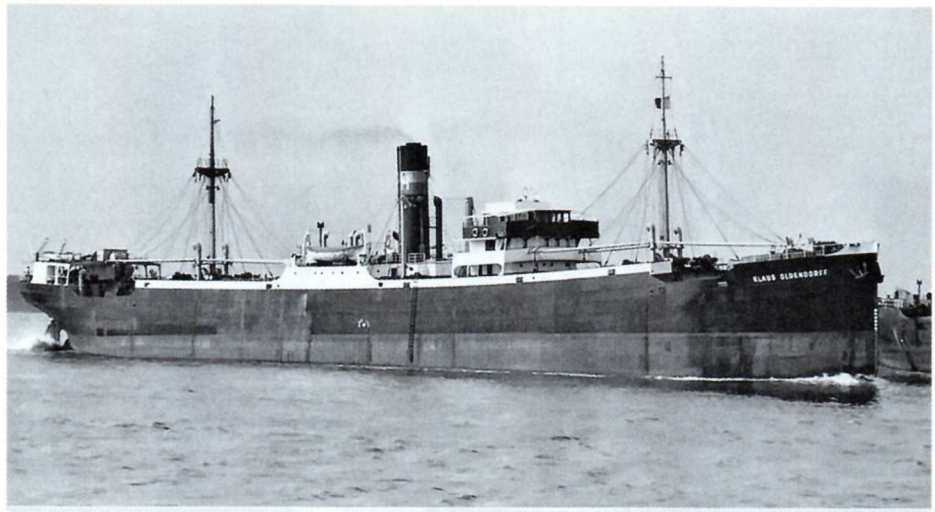


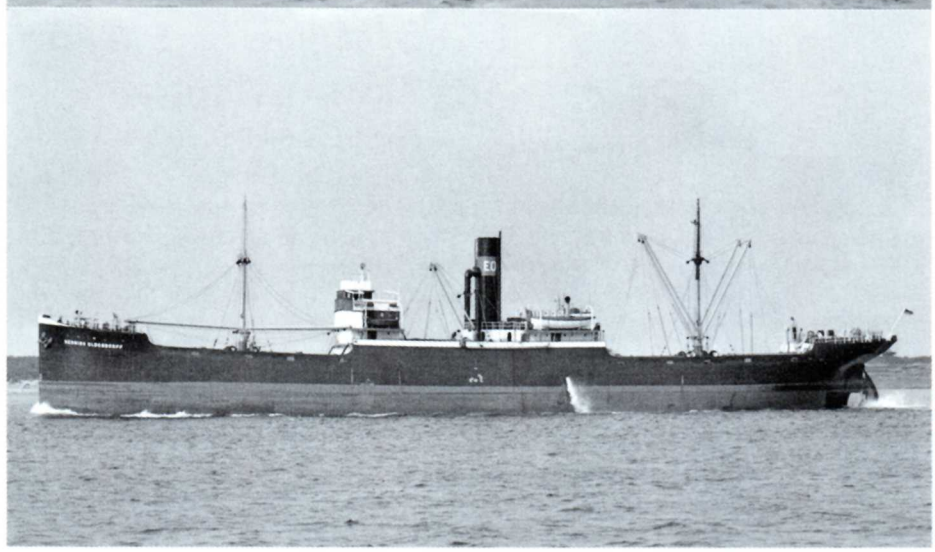
Left: The 77,499dwt bulk carrier Bernhard Oldendorff, seen here at Jacksonville in 2016, was built in 1991 by Daewoo at Okpo as the Yeoman Burn for Fearnley & Eger. She joined Oldendorff in 1994. In 2018 she joined Abu Dhabi Shipping Inc. and was renamed Berni, and in 2019 she became Berni HK of Fujian Marine. On 27th January 2021 she arrived at Chittagong to be broken up. *(Nigel Lawrence)*

Above: The 1,359grt Gisela Oldendorff was built in 1902 by CN Anversois at Hoboken as the Peter Benoit for La Maritime Belge. She joined Oldendorff in 1932. She was broken up by Eckhardt & Co. at Hamburg in May 1958.

Below: The 3,720grt Klaus Oldendorff was built in 1920 by Vuijk at Capelle as the Hilversum for NV Stoomvaart Mij "Oostzee". She joined Oldendorff in 1950. On 10th January 1961 she arrived at La Spezia to be broken up.

Bottom: The 3,819grt Henning Oldendorff was built in 1920 by Dordrecht SW as the Stad Arnhem for NV Arnhemsche Scheepvaart Mij. She joined Oldendorff in 1951. On 6th January 1962 she arrived at Split to be broken up by Brodospas. *(John B. Hill collection)*





under the terms of surrender, when four new Oldendorff vessels came into service. These were the engines 'midships Birte Oldendorff, Dorthe Oldendorff and Irene Oldendorff of around 3,000 dwt for the North Sea and Baltic trades, and Klaus Oldendorff of 5,500 dwt for tramping. Two of the smaller trio had been repossessed by banks shortly after their completion, and thus Egon was able to buy them at competitive lower prices. Irene Oldendorff sank three miles off Borkum island on 31st December 1951 while carrying coke, and unfortunately all of her crew were lost. The remaining pair were chartered out to Norddeutscher Lloyd, KNSM of Holland or Canadian Pacific on liner routes.

Two new 'tween deck traders of 4,650 dwt were built as Ludolf Oldendorff and Dora Oldendorff in 1952/53 on dimensions of overall length 349.0 feet, and loaded draft of 20.3 feet, by the Orenstein yard in Germany. They were often chartered out to Norddeutscher Lloyd (NDL) to load copper ore at Callao in Peru and bagged coffee beans in Colombia for U. S. Gulf and Eastern Seaboard ports. They both were frequently sent up the St. Lawrence Seaway after its opening in April 1959, Dora Oldendorff making 33 voyages and Ludolf Oldendorff making 37 voyages on charter to Canadian Pacific. KNSM charters to the Caribbean saw them loading in 25 ports in the Caribbean,

Above: The 4,794grt Christoffer Oldendorff was built in 1937 by Burntisland Shipbuilding as the Ginnheim for Unterweser Reederei AG. In 1945 she was taken over as a War Prize and renamed Empire Ouse and in 1946 she joined the Dutch Government as Eindhoven. In 1947 she moved to NV Gebr. van Uden's Scheepvaart en Agentuur Mij and was renamed Parkhaven before joining Oldendorff in 1953. On 27th February 1963 she arrived at El Ferrol to be broken up by Desguaces y Salvamentos.
Below: The 2,114grt Jobst Oldendorff was built in 1928 by Vuijk at Capele as the Linge for NV Houtvaart. She joined Oldendorff in 1957. On 3rd February 1963 she was wrecked off Taastrup, near Copenhagen. She was towed to Copenhagen, arriving there on 25th February to be broken up by Petersen & Albeck.
Bottom: The 9,327grt Caroline Oldendorff was built in 1969 by Bremer Vulkan at Vegesack. In 1972 she was renamed Breda while on a short charter before reverting to her original name in 1973. In 1991 she was sold to August Navigation Corporation of Liberia and renamed August. The following year she joined Ocean Crown Developments as Yong Nian. On 31st January 1996 she arrived at Calcutta to be broken up by Krisna Steel Enterprises.

with other NDL charters for bagged coffee beans from Cabedelo near Pernambuco in Brazil.

A veteran Dutch tramp of 6,320 dwt was purchased in 1951 and renamed Henning Oldendorff, having been built back in 1920 as Stad Arnhem at Dordrecht for Halcyon Lijn. Another veteran Dutch tramp, Winsum of 5,255 dwt, built in 1921 by the Antwerp Engineering Company at Hoboken with a triple expansion steam engine built at Sunderland for Vinke & Company, was purchased in 1953 and renamed Dietrich Oldendorff. German shipyards got into their stride in 1956/57 with five new ships of between 10,780 dwt and 15,265 dwt, completed as the five hold engines 'midships Eibe Oldendorff, Hinrich Oldendorff, Catharina Oldendorff, Helga Oldendorff and Johanna Oldendorff, and were joined by a purchased second hand tramp renamed as Christoffer Oldendorff, but built back in 1937 at Burntisland as Ginnheim. Two engines aft North Sea traders were completed by the Unterweser yard at Bremerhaven in Imme Oldendorff of 2,712 dwt in 1953 and Hille Oldendorff of 3,200 dwt in 1956.

The first engines aft bulker in the fleet was completed in 1957 by the Flensburger yard as Magdalena Oldendorff of 15,400 dwt, and served for 14 years until damaged by fire in November 1971 while dry-docked at Bremerhaven, and she was then sold to a Norwegian owner. By 1962, a fleet of 26 ships was being traded, including ten coasters in the North Sea and Baltic coal and timber trades. A new quartet of engines aft motorships of 4,385 dwt entered service that year as Christiane Oldendorff, Erna Oldendorff, Jobst Oldendorff and Hans Oldendorff with accommodation for four First Class passengers and equipped with ten derricks to serve three holds, with number one hold as a well deck. The last ship with a 'Nord' prefix to her name, Nordheim, was sold off shortly afterwards. New bulk carriers entered the fleet, including Klaus Oldendorff of 14,675 dwt, and engines aft bridge 'midships Birte Oldendorff of 15,450 dwt, and Henning Oldendorff of 30,500 dwt in 1963, with the latter as the new flagship of the fleet, and followed by her sister Christoffer Oldendorff by the end of 1963.

Increasing sizes of bulkers by 1967 with higher service speeds of 16 knots included Helena Oldendorff, Regina Oldendorff, Dietrich Oldendorff, Tete Oldendorff, Rixta Oldendorff and Bernhard Oldendorff of 54,110 dwt. The Panamax bulkers Emma Oldendorff and Eckert Oldendorff were completed in 1969/70 by the Bremer Vulkan yard, and a further quartet was completed by the '3 Maj' yard at Rijeka in Jugoslavia in1974/75 as Birte Oldendorff, Dora Oldendorff, Helga Oldendorff and Ludolf Oldendorff.

Helena Oldendorff sailed from Emden with coal for Japan in April 1967 on a seven

month world voyage. She then crossed the Pacific in ballast to Peru to load phosphates for the Eastern Seaboard of the U.S.A, where she loaded coal again at Newport News for Japan via the Panama Canal and returned in ballast to the U.S. Gulf to load 36,650 tonnes of grain for Rotterdam. Grain, ores and coal were the staple trades of the Oldendorff bulker fleet e.g. Richards Bay to Wilhelmshaven with coal, Ghent to Newport News to load coal, Philadelphia to Puerto Ordaz in Venezuela to load iron ore, and Narvik to Antwerp with iron ore.

The first of eleven Oldendorff vessels to be flagged out was Catharina Oldendorff in 1971 to companies such as Wursata, Holsatia, Rhenania and Westfalia with vessels wearing 'W', 'H' and 'R' on the central funnel band instead of 'EO'. Regina Oldendorff was flagged out as Bold Challenger and Tete Oldendorff was flagged out as Nautic Pioneer for use as floating grain stores at Hamburg during 1984/85. The last three of nine 'SD14s' built at Sunderland were also flagged out as Good Faith, Future Hope and Globe Trader, with Future Hope wrecked at Tomakonai in Japan on 26th January 1993 in a seriously bad position on rocks. She was cut up into three pieces and refloated and rebuilt with the name of Nordhope.

In 1971 on the 50th Anniversary of the Egon Oldendorff fleet, some 33 ships of 726,910 dwt were owned and employed 1,100 seafarers and 54 office staff. Charters to KNSM of Holland for Caribbean trading were taken up by four 'German Liberty' types of 15,000 dwt, and they were renamed after the Dutch towns of Bennekom, Baarn, Breda and Barneveld during 1971/75. This general cargo 'Liberty' replacement type was equally happy with bulk cargoes or breakbulk cargoes e.g. bulk grain, coal or other heavy cargoes, or coiled wire from Trois Rivieres on the St. Lawrence to European ports. By 1984, the fleet was composed of equal numbers of bulkers up to Panamax size, and break bulk ships, with also two VLCCs of 240,800 dwt completed in 1975 as Niedersachsen and Schleswig-Holstein that had disastrous trading results. They were laid up at Geltinger Bucht in the Baltic or Dubai in the Persian Gulf for many years until they were sold off in 1984 for a fraction of their enormous building costs.

HENNING OLDENDORFF

Henning Oldendorff was born in June 1957 as the youngest son of Egon Oldendorff, with Klaus Egon Oldendorff as the eldest son, and also a daughter, Birte. Henning Oldendorff underwent extensive shipping training in Hamburg, London, New York and San Francisco before taking over the reins of management in 1980. Egon Oldendorff died on 9th May 1984 aged 84 years, with Henning Oldendorff inheriting and succeeding to the control of the huge bulker business of Reederei Oldendorff as the majority shareholder.

New Panamax bulkers were being completed in 1984 for the flagged out Wursata and Reinata companies named Baltic Mermaid, Marine Ranger and Sea Scout. Marine Ranger sailed on her maiden voyage to Damman in Saudi Arabia and then on to Murmagao in India to load manganese ore for Barcelona. Two earlier Panamax bulkers completed in 1974 had also been flagged out as Ocean Traveller ex Birte Oldendorff, and United Venture ex Helga Oldendorff. Rixta Oldendorff and Regina Oldendorff of 28,000 dwt were registered under the British flag in 1986, while two 'Ecoflex' multi-purpose ships were building at the Southwick yard of Austin & Pickersgill Ltd. in Sunderland. Johanna Oldendorff and Dietrich Oldendorff were of 15,987 grt and 23,186 dwt as economical and flexible manning ships with a crew of 24 and suitable for long term charter to liner companies e.g. The Shipping Corporation of India.

An owned fleet of thirty bulkers was being traded in 1990, with six of Panamax size and included two of 23,600 dwt purchased from the United Arab Shipping Corporation (UASC) in 1987 and renamed Christoffer Oldendorff and Magdalena Oldendorff. Two 'Passat XL' types were completed in 1989 by the Warnemunde yard as Beate Oldendorff and Maria Oldendorff, and were sent immediately to the Jurong yard in Singapore for lengthening to increase their container carrying capacity to 1,100 TEU.

Container ships were also acquired for long term charters to Senator Line of Bremen, with London Senator and Tokyo Senator of 1,800 TEU, and one of a quartet of 2,100 TEU container ships completed in 1991 for Senator Line, with the other three sold to other German owners before delivery. A quartet of big 'French Polish' ro-ro/container ships were acquired from Polish Ocean Lines for charter to Blue Star Line, MSC of Italy, Canada Maritime, Neptune Orient Line of Singapore and other container lines. Another interesting container ship purchase in 1990 was Monte Pascoal, completed by the Walker Naval Yard in 1980 as Dunedin. She was then lengthened by the Flender Werke yard at Lubeck to increase her capacity to 1,400 TEU, and continued on her Hamburg Sud charter, switching to their Columbus Pacific trades as Columbus Olivos later in 1990.

Egon Oldendorff (Asia) Ltd. was formed in Hong Kong in 1989, and two Danish multi-purpose ships, Jytte Skou and Benny Skou, were acquired for charter to Tasman Asia Shipping Company (TASC) as T.A. Navigator and T.A. Mariner. TASC became a very important client of Oldendorff in the 1990s in forestry products markets, with eight multi-purpose ships having 'T. A.' or 'Tasman' prefixes to their names loading logs at beautiful Otago Bay in New Zealand for Asian ports. T.A. Explorer (Dietrich Oldendorff), T.A. Voyager (Johanna Oldendorff), T.A. Adventurer (Maria Oldendorff) and T.A. Discoverer (Beate Oldendorff) loaded logs in their holds, general cargo in their 'tween decks, and a large number of containers on deck for their voyages to South East Asia. TASC operated three distinct routes out of New Zealand to North Asia, East Asia and South East Asia, with many cargoes being lifted from Bluff on the southern tip of South Island for North Asia. However, Tasman Trader and Tasman Discoverer loaded at Bluff in June 2000 for East Asia as an exception, and had the usual 'Tasman Shipping' in bold white letters on both sides of their hulls.

Fleet expansion continued in mid 1990s with eight multi-purpose ships completed in Japan of 22,160 dwt equipped with four 30 tonne cranes, and two geared bulkers of 23,746 dwt ended their five year charters in 1995 from Hyundai Merchant Marine. The similar Emma Oldendorff, Eckert Oldendorff and Eibe Oldendorff were chartered out to Lineas Mexicanas of Mexico as Maya, Mixteco and Magallanes, and to CCNI of Chile as CCNI Valparaiso.

Henning Oldendorff purchased the Flensburg yard of Flensburger Schiffbau Gesellschaft in March 1990 and began to modernise it. A series of multi-purpose ships were built for the company fleet, including Tasman Adventurer, Tasman Discoverer and Lydia Oldendorff, part of a dozen such vessels of 21,675 dwt.

Large ro-ro ships were also built for Cobelfret N. V. of Belgium, and six ro-ros for charter to the British Government to carry tanks and heavy equipment and managed by Andrew Weir Ship Management. The yard was sold in a management buy-out to Managing Director Peter Sierk and a private equity group.

Henning Oldendorff became Chairman in 2001 of the newly formed Oldendorff Carriers Gmbh, as well as being the Chairman and owner of the big fleet of bulkers of Egon Oldendorff Gmbh, and also one of the two main shareholders of the Maritime and Merchant Bank ASA in Oslo. A happy Oldendorff family occasion had occurred in July 1995 when Linda Oldendorff, aged 18 months and the second daughter of Henning, christened a Mark V Panamax bulker of 75,000 dwt after herself at the Copenhagen yard of Burmeister & Wain Ltd. Henning Oldendorff has three daughters in Linda, Lucy and Lily and he is married to Beate Oldendorff.

Henning Oldendorff had formed Concept Carriers in 1995 and merged this company together with Egon Oldendorff Gmbh to form Oldendorff Carriers Gmbh in 2001. The former Tatry of Czechoslovak Ocean Shipping, a Panamax bulker built in 1990, was renamed Alwine Oldendorff and had a

Above: The 9,328grt Elisabeth Oldenorff was built in 1969 by Bremer Vulkan at Vegesack. From 1972 until 1974 she was renamed Baarn while on charter and in 1991 she was sold to Far East Navigation of Malta and renamed Flag Mars. In 1993 she became Tai Ping Yang and in 1997 she moved to Mint Sea Transportation of Belize as Pacific Ocean III. On 15th June 1998 she arrived at Chittagong to be broken up by Z.N. Enterprises. She is seen here in Hamburg in 1978 in the colours of Wursata Shipping Corporation. *(John B. Hill collection)*

Below: The 18,121gt Rixta Oldendorff was built in 1986 by Dalian Shipyards. In 2005 she was sold to Lake Breeze Shipping & Trading and renamed Tuscarora and on 25th May 2013 she arrived at Chittagong to be broken up. She is seen here at New Orleans in 2004. *(Nigel Lawrence)*

Bottom: The 15,387gt Magdalena Oldendorff was built in 1978 by Scotstoun Marine as the Al Muharraq for United Arab Shipping. She joined Oldendorff on charter in 1987. In 1993 she was sold to Siberia Marine and renamed Haris and in 1995 she moved to Lignes Togolaises SA as Togo Beauty. In 2000 she was renamed Arak for her final voyage to the breakers in Alang where she arrived on 5th May. *(Chris Howell)*

chequered career in the fleet after being purchased in 1998. She was attacked by pirates in the Mediterranean in 1999, then suffered an engine breakdown on the U.S. West coast, and was detained briefly in Pakistan and Japan in 2003. She was then sold off to Greek owners in 2006 after a financially unrewarding career of eight years. Forty bulkers and multi-purpose ships were owned in 1998 including the new Hugo Oldendorff of 44,000 dwt and four others of Panamax size, as well as a big time chartered fleet operated from the Head Office in Lubeck.

The large fleet at the Millennium began to receive the first of ten eleven Open Hatch bulkers of 31,350 dwt from the Saiki Jukogyo yard at Saiki in Japan as May Oldendorff. On her maiden voyage in August 2000, she loaded a part cargo of tissue paper in Indonesia for delivery at Blyth in Northumberland at the end of October. The class were very suitable for carrying logs and forestry products loaded in New Zealand at Otago Bay and Bluff, and nine sisters followed over the next four years in Albert Oldendorff, Carl Oldendorff, Cathrin Oldendorff, Eduard Oldendorff, Gertrude Oldendorff, Gitta Oldendorff, Hinrich Oldendorff, Lily Oldendorff, Lucas Oldendorff, and Tete Oldendorff, with a similar number of sisters completed for UBC Bulkers of Philadelphia.

An 'Arctic 21' multi-purpose vessel owned by Oldendorff hit the headlines on 14th June 2002 when she became stuck in pack ice in the Antarctic. She had been built by the Valmet yard in Helsinki as the Russian owned Nizhneyansk of 19,950 dwt and was purchased in 1996 and renamed Magdalena Oldendorff. She made her first visit to the Indian Maitri base in Antarctica in June 200, but became stuck on her second visit. Two weeks after her rescue call, the South African polar research vessel S. A. Agulhas was close enough to fly off its two helicopters and rescue 21 Russian scientists and take them back to Cape Town. However, efforts to extricate Magdalena Oldendorff from the ice proved difficult and she overwintered in Antarctica until she freed herself in late November 2002 and arrived back at Cape Town before Christmas.

The Oldendorff fleet in 2002 comprised over 150 owned and time chartered vessels, which grew even larger to a big fleet of 230 owned and time chartered vessels in 2006. The biggest bulker in the fleet in 2006 was the former ore carrier Hedwig Oldendorff of 155,863 dwt and built as Cast Orca for Cast Lines transatlantic service in 1983 by Hyundai at Ulsan in South Korea with a service speed of 13 knots from a B & W oil engine. She was purchased in January 2005 from Maritime S. A. of Greece for £25 million to include the balance of a time charter to Coeclerici until June 2006 at a rate

of $37,500 per day. This was the same sale price as when she was sold ten years earlier, and she gave four years of trading for Oldendorff e.g. from the St. Lawrence to Rotterdam with iron ore before being broken up in Bangladesh in 2009.

A new service began in 2007 with two ships in the Zeebrugge based parcel and project cargo carrier Oldendorff Express Lines (OXL), formerly known as CEC of Denmark. This service was 60% owned by Oldendorff and 40% by Flamar of Belgium, and was then extended to operate a specialist fleet of twenty ro-ro and heavy lift ships on a tramp liner service between Northern Europe, Mediterranean, Black Sea, Red Sea, Persian Gulf and Far East ports for project, military, oversized and overweight heavy lift items. A Branch Office was set up in Dubai and project cargo up to 650 tonnes in weight was handled. The vessels OXL Nomad, OXL Sultan, OXL Triumph, OXL Blue Sea and OXL Lotus have been used on this service. Henning Oldendorff sold a large part of his bulk carrier fleet between 2003 and 2008, and replaced them with new bulk carriers when the newbuild prices at Far Eastern shipyards had fallen to acceptable levels. Handysize bulkers such as Maria Oldendorff, Regina Oldendorff, Helena Oldendorff and Ingrid Oldendorff of 37,500 dwt, were followed by eight such bulkers sold and leased back to the company from the Tufton Oceanic Shipmanagement Fund in a $250 million deal in late 2007.

A Capesize ore carrier of 227,200 dwt was purchased from Japanese owners in 2010 and renamed Beate Oldendorff, and there were also four other Capesize bulkers in the fleet in John Oldendorff (ex Lowlands Prosperity), Bulk Asia, Bulk Europe and C. Prosperity. New smaller bulkers continued to be purchased including Anna Oldendorff and Zella Oldendorff of 50,326 dwt in 2012, and new ones completed included Lucy Oldendorff of 32,500 dwt. Linda Oldendorff, one of three daughters of Henning, launched the Capesize bulker of 207,500 dwt with her name on 14th September 2014 at the Hyundai yard in South Korea. She was the first of 40 Capesize bulkers to be completed for the company over the next five years with overall lengths of 300.0 metres and moulded beams of 50.0 metres.

Four Handysize bulkers were chartered out by Oldendorff in 2014 to Tasman Maritime Pacific (Shanghai) Ltd. and Spirit Shipping Inc for Far Eastern bulk cargoes e.g. coal, ores and forestry products and logs, using the owned bulkers renamed as Auckland Spirit, built in 2003 as Lily Oldendorff, Melbourne Spirit completed in 2013, Singapore Spirit built in 2002 as Lucas Oldendorff, and Admiralty Spirit built in 2000 as Albert Oldendorff. This quartet of 36,000 dwt wore charterer's funnel colours of light blue with a central white band bearing a logo of three blue arrows, and have also seen in Indonesia, U.S.A. ports, the St. Lawrence, and British Columbia loading logs.

Eleven 'E' class Open Hatch eco bulkers were completed by the Jinling yard in China between 2014 and 2016. They are of 38,700 dwt on dimensions of overall length 180.0 metres, moulded beam of 30.0 metres and loaded draft of 10.5 metres with box shaped holds and equipped with four deck cranes of 45 tonnes capacity and bulwark vertical fittings for restraining deck cargoes of timber or windmill towers, blades and nacelles. They are named Eckert Oldendorff, Edward Oldendorff, Edwine Oldendorff, Eibe Oldendorff, Elisabeth Oldendorff, Elsa Oldendorff, Emma Oldendorff, Erna Oldendorff, Ernst Oldendorff, Edgar Oldendorff and Eike Oldendorff.

The revenue of the company had reached over five billion U.S. dollars in 2014 and the company had over 4,000 seafarer and shoreside employees. The fleet of 110 owned vessels and around 600 time chartered vessels today carry 320 million tonnes of cargo per annum. The Head Office is at Lubeck in Funfhausen, with Branch offices throughout the world. Henning Oldendorff became Chairman of all of the Oldendorff companies in 2003, with a new Chief Executive Officer appointed in Peter Twiss, a Canadian shipping expert who had joined the company in 1997. This huge owned and time chartered fleet can be summed up in 2020 as comprising the following classes of bulker:-

65 Capesize bulkers of 180,000-208,000 dwt named Beate Oldendorff, Helga Oldendorff, Hille Oldendorff, Lavinia Oldendorff, Leopold Oldendorff, Linda Oldendorff, Ludolf Oldendorff, Luise Oldendorff, Lydia Oldendorff, Magdalena Oldendorff, Magnus Oldendorff, Margret Oldendorff, Marlene Oldendorff, Martha Oldendorff, Mathilde Oldendorff, Max Oldendorff, May Oldendorff, Mina Oldendorff, Moritz Oldendorff, Hubertus Oldendorff, Hanna Oldendorff, Hannes Oldendorff, Hauke Oldendorff, Helena Oldendorff, Hera Oldendorff, Hermine Oldendorff, Heinrich Oldendorff, Hedwig Oldendorff, Hendrik Oldendorff, Hermann Oldendorff, Heide Oldendorff, Henriette Oldendorff, Hinrich Oldendorff, Hugo Oldendorff, Hans Oldendorff, Hagen Oldendorff, Harry Oldendorff, Hauke Oldendorff, Friedrich Oldendorff and Henry Oldendorff, with four as yet unnamed from the Jiangsu and Taizhou yards in China. Time chartered tonnage accounts for the remaining Capesize bulkers.

77 Suezmax bulkers of 100,000-160,000 dwt named Birte Oldendorff, Philipp Oldendorff, Penelope Oldendorff, Peter Oldendorff, Pia Oldendorff, Patricia Oldendorff, Paul Oldendorff, Regina Oldendorff, Rixta Oldendorff, Rik Oldendorff, Robert Oldendorff, Roland Oldendorff, Richard Oldendorff, Redmer Oldendorff and William Oldendorff. Time chartered tonnage accounts for the remaining Suezmax bulkers.

54 Post Panamax bulkers of 82,000-100,000 dwt named Albert Oldendorff, Catharina Oldendorff, Charlotte Oldendorff, Cornelie Oldendorff, Caroline Oldendorff, Conrad Oldendorff, Christine Oldendorff, Carl Oldendorff, Cora Oldendorff with the remainder time chartered.

85 Kamsarmax bulkers of 82,000 dwt named Gebe Oldendorff, Georg Oldendorff, Gertrude Oldendorff, Gisela Oldendorff, Gerdt Oldendorff and Gretke Oldendorff, Kaspar Oldendorff, Kendra Oldendorff, Katja Oldendorff, Kilian Oldendorff, Kim Oldendorff, Kira Oldendorff, Kirsten Oldendorff, Klara Oldendorff, Knut Oldendorff, Kai Oldendorff with two more on order and the remainder time chartered.

30 Panamax bulkers of 72,000 dwt named Theodor Oldendorff, Trina Oldendorff with the remainder time chartered.

150 Supramax bulkers of around 64,000 dwt named Benjamin Oldendorff, Britta Oldendorff, Beate Oldendorff, Indra Oldendorff, Iris Oldendorff, Ilsabe Oldendorff, Imme Oldendorff, Irene Oldendorff, Ingrid Oldendorff, Ingmar Oldendorff, Isa Oldendorff, Jan Oldendorff, Jacob Oldendorff, Jens Oldendorff, John Oldendorff, Jonas Oldendorff, Julius Oldendorff, Johan Oldendorff, Jobst Oldendorff, and six as yet unnamed from the Qingshan yard in China with the remainder time chartered.

86 Handysize bulkers of 35,000-38,700 dwt named Dora Oldendorff, Dorothea Oldendorff, Dorthe Oldendorff, Edward Oldendorff, Eibe Oldendorff, Eckert Oldendorff, Edwine Oldendorff, Elisabeth Oldendorff, Elsa Oldendorff, Emma Oldendorff, Ernst Oldendorff, Edgar Oldendorff, Eike Oldendorff, Erna Oldendorff, Lily Oldendorff, Lucy Oldendorff, Vanessa Oldendorff, Melbourne Spirit, Auckland Spirit, Admiralty Spirit, Singapore Spirit, Bulk Trader, Midland Trader, and Hansa Baltica with the remainder time chartered.

Jobst Oldendorff of 61,122 dwt and built at Nantong in 2014 was loading biomass pellets at Port Arthur (Texas) on 28th February 2017 when a fire broke out on a conveyor belt at 1500 hours, with burning pellets falling into her holds causing a fire in the holds, which took four hours by the fire fighting authorities to extinguish. After removal of damaged cargo, she sailed to the Tyne to

Above: The 11,998gt Nordlight was built in 1990 by Mathias-Thiesen at Wismar. From 1990 until 1992 she sailed as Nantai Queen while on charter and in 1997 she was sold to Far-Eastern Shipping of Russia and renamed Mekhanik Kalyuzhniy. In 2010 she joined Salam Pacific Indonesia Lines as Madison and on 17th April 2016 she arrived at Chittagong to be broken up by Premium Trade Corporation. *(John B. Hill collection)*
Below: The 16,202gt Nordlake was built in 1994 by Szczecinska at Szczecin. Under various charters she sailed as CSAV Lonquimay, YM Okinawa, X-Press Khyber before joining MSC in 2012 as MSC Agata. She is still in service with them. She is seen here in Mumbai on Christmas Day 2011. *(Nigel Lawrence)*
Bottom: The 16,405gt Henry Oldendorff was built in 1998 by Guangzhou International as the Jan Zelivsky for Czech Ocean Shipping, becoming Henry Oldendorff later that year. In 2013 she joined Birch Shipping as Birch 6 and in 2015 she became Rich Honor of Rich Honor Shipping. In 2018 she was purchased by Golden Oceans Shipping of Hong Kong and renamed Golden Ocean. She is seen here at Osaka in March 2013. *(Nigel Lawrence)*

unload the biomass pellets in April 2017. She was then chartered out for one year as CL Christina during 2018/19, and was loading a bulk cargo in Amazonas State at the important bulker port of Itacoatiara between Santarem and Manaus in May 2020.

Two Handysize bulkers delivered in December 2018 and April 2019 as Christiane Oldendorff and Christopher Oldendorff have interesting histories. They have been taken on long term charter by a major international trading house and renamed Midland Trader and Hansa Baltica and registered in Madeira. They were originally ordered back in June 2012 from the Samjin Shipbuilding Industries yard at Weihai in China, however this Korean controlled yard got into financial difficulties and Oldendorff received back their down payments plus 6% interest in 2015. They were reordered in July 2017 as 'Fesdec' eco bulkers equipped with four cranes of 35 tonnes capacity and powered by a Wartsila diesel engine to give a service speed of 15 knots.

Georg Oldendorff offloaded a cargo of 61,800 metric tonnes of soya beans on 28th January 2020 from the bulk carrier Hispania Graeca of Limassol, which had suffered major engine failure in South Africa. Georg Oldendorff successfully delivered the cargo for the client in China. Lydia Oldendorff loaded a record cargo of 207,500 tonnes of coal at Puerto Bolivar in Colombia for Flushing in Holland in November 2019. Puerto Bolivar ships 30 million tonnes of coal per annum from one of the biggest coal shipment terminals in South America. A big Contract of Affreightment was signed in early 2020 with the Bangladesh Chinese Power Co. Ltd. (BCPCL) for the carriage of between 3.8 to 4.5 million tonnes of cargo per annum from Indonesia and Australia. The contract runs for five years, and the cargo will be transhipped in the Andaman and Nicobar Islands in the Bay of Bengal before being delivered to the power generation plant at Payra in Bangladesh. A total of 750 complete sets of wind turbine towers, blades and nacelles have been carried between 2002 and 2015.

OLDENDORFF SELF DISCHARGING BULKERS

The self-unloading bulker market was entered in 1991 in a joint pool with Canada Steamship Lines (CSL). Two self-discharging bulkers were purchased while on charter to Foster Yeoman Ltd. of the U.K. in the new sisters of 77,500 dwt, Yeoman Burn and Yeoman Brook, from the bankrupt Fearnley & Eger of Oslo. They were renamed Caroline Oldendorff and Bernhard Oldendorff and were used to carry stone chippings from Glensanda quarry on the Morvern peninsula opposite the Isle of Mull to the Isle of Grain, and then on by rail to the construction site of the Channel Tunnel at Folkestone.

Construction sites in Hamburg and Texas also received crushed granite and stone chippings. The self discharger CSL Innovator was purchased from CSL International in 1993 and renamed Christopher Oldendorff.

Harmen Oldendorff was purchased as a bare hull that had been laid up for ten years at a Ukrainian yard and was towed to the Daewoo Mangalia yard in Roumania for completion as a bulker, and then she ballasted to China for completion as a self discharger in 2005 with a discharge rate of 5,000 tonnes per hour.

Johanna Oldendorff of 67,500 dwt was purchased in 2006 as the bulker Sophie III from Magellan Marine Inc. and was converted into a self discharger in 2006, while Sophie Oldendorff of 70,000 dwt was fitted with hydraulic gates to gravity feed the cargo from the holds onto inclined conveyor belts connected to a 'midships telescopic boom with a 200 degree slewing angle in 2000. Alice Oldendorff of 48,000 dwt was originally ordered in 1997 as a standard bulker, however the order was changed to a self discharger for completion in 2000 and she has spent most of her career transporting granite aggregates from Aulds Cove (NS) to New York.

Alfred Oldendorff and Antonie Oldendorff, sisters of 93,700 dwt, were completed in 2015 as self dischargers to operate in the Persian Gulf alongside Anna Oldendorff of 88,266 dwt and Johanna Oldendorff of 67,500 dwt. The international pool fleet of self dischargers of CSL of Canada, Marbulk of Salem, and Klaveness of Norway gained Sophie Oldendorff, Harmen Oldendorff and Alice Oldendorff when sold in mid 2019 by Oldendorff for $100 million to Algoma Central Corporation of Canada, the third partner in the CSL Canada pool, to continue operations. There are currently ten self dischargers owned by Oldendorff, with two newbuildings of 27,000 dwt for completion in 2021 for operation in Vietnam, and four smaller self dischargers of 13,400 dwt named Eagle, Falcon, Hawk and Osprey, as well as three reloaders, three floating cranes, 26 barges, a dozen tugs and eight service craft in the transhipment trades. This adds up to a big total of 57 ships and small craft operating in the self discharging and transhipment trades.

Oldendorff have five transhipment projects around the world in shallow water in Iskenderun in Turkey, Guyana, Vietnam, Trinidad and Musaffah Port for Emirates Steel in the United Arab Emirates (UAE). Three large reloaders are used for transhipment named Isken, Volga and E. Oldendorff, the latter specially converted for the purpose in China in 2008 with a loading rate of 30,000 tonnes per day. The current huge Oldendorff transhipment cargo total in 2020 was over 30 million tonnes per year.

KLAUS EGON OLDENDORFF

The eldest son of Egon Oldendorff was named Klaus Egon Oldendorff on his birth on 14th April 1933, and served time in his father's chartering office in Hamburg during 1951/54, and was appointed Head of Superintendents at the age of 21 years. He then gained further valuable experience in shipping offices in England and Sweden before setting up on his own as a shipowner in Teilfeld Strasse in Hamburg on 12th December 1964.

The twin hold coaster Bockholm of 956 grt and 1,417 dwt was purchased on the same day and sailed from Kiel in ballast for the White Sea to load timber on the same evening. On the following day, Klaus Egon Oldendorff began work as the sole shoreside employee in his office. Bockholm was renamed Nordholm on this day, and had been built in 1956 by the Sieghold yard in Bremerhaven as Max Sieghold for Parten Reederei Sieghold and registered in Bremerhaven. She traded for Klaus Egon Oldendorff for five years until sold in 1969 to Giuseppe Looz of Naples and was renamed Maria L, eventually arriving in Naples on 15th December 1985 for breaking up. The 'Nord' prefix of the ships and Reederei 'Nord' came from Nordische Dampfer Reederei, founded by his father Egon as a liner service between Lubeck and Scandinavia, but was discontinued in 1929 at the start of the Great Depression.

The second ship owned by Klaus Egon Oldendorff was purchased in April 1965 as a four hold 'tween decker of 5,160 dwt built in 1951 by the Flensburger yard as Levante on dimensions of overall length 382.0 feet and moulded beam of 21.0 feet with a service speed from her diesel engine of 13 knots and was renamed Nordmark.

The next two ships owned by Klaus Egon Oldendorff were purchased in 1966 as the elderly, three hold quarterdeck sisters Nordlore and Nordeide of 2,463 grt and 3,180 dwt and had been built in 1948 for Norwegian owners. They were of overall length 93.2 metres, moulded beam of 13.2 metres, moulded depth of 6.3 metres and a loaded draft of 5.61 metres. The grain capacity was 172,664 cubic feet and their bale capacity was 162,664 cubic feet, with a service speed of 11 knots from a diesel engine of 1,350 bhp. They gave three years of trading to Oldendorff, and Nordlore was sold to Greek owners in 1969 but kept her name until she arrived at Perama in March 1979 after suffering a bad fire on 1st June 1978 at Piraeus and had been laid up.

The fifth ship owned by Klaus Egon Oldendorff in 1967 was the former five hold 'tween decker Niedersachsen of 4,313 grt and 6,370 dwt built by the Weser Seebeck yard at Bremerhaven in 1954 for Hugo Stinnes and his Parten Reederei Niedersachsen and registered in Hamburg. She had five holds and had a service speed of 15 knots from her M.A.N. diesel engine, and had accommodation as built for ten passengers on her trade routes to South America. However, freight rates in 1970 plummeted to low depths and all of the second hand ships were sold off, with Nordfels the last to go in 1971 when sold to Erjac Ocean Lines of Famagusta with her name and management retained by Klaus. She eventually arrived at Gadani Beach on 15th November 1986 for breaking up under the name of Michael K.

Klaus Egon Oldendorff entered the newbuild market in 1969 with the purchase of four of a series of ten engines aft 'Trampko' types ordered by the members of the Hamburg Trampship Owners Co-operative from the Schlicting Werft yard at Travemunde.

This quartet were part container ships with capacity for 228 TEU of containers on a deadweight of 7,435 tonnes. Nordwelle, Nordwoge, Nordkap and Nordstrand were given two heavy lift derricks of 60 tonnes capacity and ten of 10 tonnes capacity on two masts. They tramped in the Mediterranean and Eastern Seaboard of the U.S.A. trades until Nordwelle was sold in 1977 to French owners and renamed Mejean III. Nordwoge was half owned by Klaus and his father Egon, although managed by his father. A total of 18 vessels of this 'Trampko' type with a service speed of 15.5 knots had been built by the mid 1970s for German and European shipowners.

The Klaus Egon Oldendorff fleet expanded over the next decade and gained a reputation for quality ship management. Six vessels of between 7,700 dwt and 8,200 dwt were managed in 1978 named Nordfels, Nordheim, Nordholm, Nordkap, Nordstrand and Nordwoge including four further 'Trampko' types built in Japan.

The fleet had expanded to eight ships in 1982 with the addition of the similar Nordheide, Nordmark, Nordwelle and Nordwind after two ships had been sold. Nordmark was aground at Duala in late December 1980 while on a voyage from Hamburg to Matadi after suffering steering troubles, and sailed from Duala on 17th January 1981 after repairs.

A new Nordwoge of 12,665 dwt was completed in 1984 as Klaus Egon Oldendorff moved into the bulk trades of bigger contracts of affreightment with a fleet of a dozen ships owned and managed in 1987. Five of this fleet also had container capacity in an effort to remain in the container segment of world shipping, which has continued to the present day.

During the 1980s decade, conditions for shipowners in Germany became very difficult during the oil and shipping crises, and with crippling taxes it was decided by Klaus Egon Oldendorff that if the 'Nord' fleet was to continue trading successfully, then it must

Above: The 38,332gt Nordspring arriving at Walvis Bay in December 2010. She was built in 2007 by STX at Jinhae. In 2011 she became Spring R of Hanseatic Unity Chartering. In 2012 she had a brief spell on charter as MOL Spring then in 2021 she joined AS Nadia Schiffahrts as AS Nadia.
Below: The 18,826gt Nordtiger was built in 2014 by Zhejiang Ouhua Shipbuilding at Zhoushan. She is seen here at Laem Chabang in February 2016 and is still in service for Oldendorff.
Bottom: The 36,426gt Iris Oldendorff was built in 2015 by Jiangsu Newyangzi Shipbuilding at Jingjiang as the Yangze 9 for Agora Shipping. She joined Oldendorff in June of that year. In 2018 she joined Wah Kwong Ship Management of Hong Kong and was renamed CL Fair. She is seen here at Gibraltar in December 2016.

(All photos by Nigel Lawrence)

move to another country. After careful consideration by Klaus, his wife Christiane, and their twin sons Christian and Nikolaus, the family moved to Limassol in Cyprus in January 1987.

The Oldendorff tower office block on the Limassol seafront of Libra Tower was soon managing and operating a big fleet of 36 ships of over 2.5 million dwt, the biggest tonnage fleet based in Cyprus. The dark blue Oldendorff houseflag with a white 'N' inside a thin white ring was visible on the Head Office façade.

The first Panamax bulker, Nordbulk of 65,434 dwt, was completed in 1991 and traded worldwide e.g. coal from Richards Bay in Natal province of South Africa to Japanese ports or Kaohsiung.

Three more Panamax bulkers had joined the fleet by 1995 in the new Nordmax and Nordmoritz of 72,500 dwt, with Nordscout of 64,500 dwt joining as a second hand purchase and had been built in 1981.

There were also Handysize bulkers of around 24,000 dwt in Nordcloud, Nordlake, Nordwoge, and vessels with good container TEU carrying capacity in Nordisle, Nordkap, Nordlight and Nordsino.

A big fleet was being traded in 1998 of two dozen ships in four big Panamax bulkers, sixteen container ships, and four general cargo ships with good container capacity, all with 'Nord' names except for the container ships that were almost always out on charter and took their charterer's names.

The container ship Nordlake of 1,524 TEU capacity and 22,420 dwt with a service speed of 19.0 knots from a Sulzer diesel engine had been completed by the Stocznia Szczecin yard in Poland in 1994, and had taken four one year charters to Hanjin, Maersk Line, CMA-CGM and MOL of Japan by 1998.

A group of four UCC-14 container ships of Nordsun, Nordsky, Nordbeach and Nordcliff had been completed in 1991 of 1,050 TEU capacity and 14,100 dwt on dimensions of overall length 156.7 metres, moulded beam of 22.9 metres and loaded draft of 8.6 metres and a service speed of 17.8 knots from a Sulzer diesel engine of 7,960 kilowatt power.

The most interesting general cargo ship was Nordluck of 10,962 dwt that had been completed in 1984 as Ragna Bakke as the last ship of the well known 'Bakke' fleet of Knut Knutsen O.A.S. of Haugesund in Norway and his Norwegian South Pacific Line. She was purchased by Oldendorff in 1991 and taken on a Far East charter as Tiger Bridge along with another general cargo ship chartered out as Tiger Bay. Nordluck had dimensions of overall length of 134.4 metres, moulded beam of 20.8 metres, six holds, twelve hatches and could carry a good number of 798 TEU of containers on a loaded daft of 7.9 metres at a service speed of 14.0 knots.

The crude oil and products tanker segments were entered at this time in late 1997 with two new tankers of 90,000 dwt in Nordstrength and Nordmark.

A tanker pool was created with Torm of Denmark in 1999, and six VLCC tankers of 302,000 dwt and six Aframax tankers of 105,000 dwt were delivered that year for trading in the pool from the Persian Gulf to the Gulf of Mexico, particularly Galveston and Houston. The 'Nord' tanker fleet had reached ten tankers in size by 2003 with four more on order, with three VLCCs of 301,400 dwt in Nordmillennium built in 2000 and sisters Nordenergy and Nordpower built in 2003.

Nordmillennium arrived in August 2003 at the Maasvlakte Oil Terminal at Rotterdam with crude oil on one of her regular voyages to the biggest port in the world. The remaining Reederei 'Nord' tankers were of 75,000 dwt and named Nordmars, Nordmerkur, Nordmoritz, Nordmosel, Nordneptun, Nordvenus and Nordbay. The tanker fleet later traded in the LR1 Pool of 31 tankers of Oldendorff Reederei Nord, Nordic Tankers A/S, Norden Tankers Inc, Skagerak Investments, Gotland Shipping and Torm A/S of Denmark.

The VLCCs Nordenergy and Nordpower were named by Mrs. Christiane Oldendorff at a joint ceremony at the Samho Heavy Industries yard in South Korea in late 2003, before they ballasted to the Persian Gulf to load their maiden cargoes of crude oil.

The sad death of Klaus Egon Oldendorff occurred on 17th March 2003 from a heart attack while in Switzerland on a skiing holiday just one month before his 70th birthday. He had been at his desk on the Limassol seafront only three days before his death, and had directed his senior staff on matters of some importance before going on holiday. He was an enthusiastic yacht sailer and was frequently seen sailing from the marinas at Limassol and Paphos.

Christiane, his wife, stepped into the role of company Chairman and Managing Director, and she and her twin sons returned to Hamburg in 2005 after the introduction of financial measures such as the Tonnage Tax had made Germany an attractive location again.

The Reederei Nord container ship fleet in 2009 comprised twenty container ships, as well as the tanker fleet, and six Panamax bulkers named Nordelbe, Nordems, Nordmosel, Nordrhine, Nordtrave and Nordweser.

The container ships were up to 3,586 TEU in capacity, and were named Nordcoast, Nordeagle, Nordfalcon, Nordhawk, Nordpartner, Nordatlantic, Nordcloud, Nordautumn, Nordbaltic, Nordriver, Nordsea, Nordstar, Nordsun, Nordsummer, Nordwelle, Nordwinter, Nordwoge, Nordspring, Nordmed and Nordlake. However, they were rarely seen with these names, as they had almost always been out on charter to CMA-CGM, MOL, Zim Line, Maersk Line, Safmarine, CSAV of Chile, DAL Afrika Line, Libra Line, P. & O. Lines, PIL of Singapore, UACC and Hapag-Lloyd, and various other lines in Panamerica and the Far East.

Nordlake had a serious collision on 30th January 2011 with the Indian frigate Vindhyagiri (F42) in the Port of Mumbai, with the frigate having to be broken up.

Christian Oldendorff and Nikolaus Oldendorff, twin sons of Klaus Egon Oldendorff, gained ultimate control of the company after the demise of their father, and began purchasing vessels for the Reederei 'Nord' in 2011.

Christian Oldendorff purchased his first product tanker of 74,000 dwt in May of that year for $38.6 million from Eagle Tankers as Eagle Hope and built in 2008, which was renamed Two Million Ways, rather than having a 'Nord' prefix name, as the prefix was dropped from the fleet at that time.

The fleet in 2016 was a big one of 50 ships with six more on order, including ten tankers of up to 300,000 dwt, 28 container ships of up to 3,586 TEU capacity, and a dozen bulkers of up to Panamax size. The newbuildings were on order from the Guangzhou Wenchong and Jiangsu Hantong yards in China.

The size of the fleet in 2021 has remained the same as in 2016, with eleven bulk carriers in the range of 37,500 dwt to 38,500 dwt, sixteen tankers of up to 116,000 dwt including two chemical tankers, and 26 container ships in the range from 1,700 TEU to 3,500 TEU capacity.

The size of the 'Nord' fleet is now around 3 million dwt, with commercial chartering via three separate pools:-

Hanseatic Unity Chartering Pool for container ships in a pool of Reederei Nord, Asiatic & Atlantic Lloyd, Leonhardt & Blumberg, Borealis Maritime and Bernhard Schulte.

Hanseatic Unity Handysize Chartering Pool for bulk contracts of affreightment as well as single voyage charters for bulkers, with a dozen bulkers owned by Reederei Nord in the pool.

The N2 Tankers Pool, which was set up in May 2020 by Reederei Nord and the Synergy Group, a managing partner on behalf of Nissen Kaiun of Japan, as a new Aframax tanker pool of 15 tankers built to the highest standards between 2007 and 2018. The twin Head Offices of Amsterdam for commercial management of tankers in the western world, and Singapore for those tankers in the eastern world, will make N2 Tankers one of the leading Aframax tanker pools in the world. Pusaka Laut, a Singapore shipowner, has one tanker in the pool, and the tanker Nordsymphony of 106,200 dwt and built in 2008 was recently welcomed to the pool as a new entrant.

The Reederei 'Nord' Group is managed by three separate companies:-

Reederei 'Nord' Gmbh with Head Office in Hamburg, founded in 1964 with a focus on dry bulk and container tonnage.

Reederei 'Nord' B.V. with Head Office in Amsterdam founded in 2013 with a focus on tanker tonnage.

Reederei 'Nord' Shipmanagement Ltd. with Head Office in Limassol founded in 1986 with a focus on tanker ship tonnage and third party management services.

All managed vessels are owned by private shipowners and commercial investors, with management of vessels including commercial, financial and accounting, technical, crewing, safety and security, vetting and newbuild supervision.

The crews of vessels are drawn from many countries throughout the world, with a minimum of 21 seafarers per ship plus two cadets and depending on the size and type of the vessel.

POSTSCRIPT

Henning Oldendorff of the Lubeck based Reederei Oldendorff, and the twin brothers Christian Oldendorff and Nikolaus Oldendorff of 'Nord' Reederei of Hamburg, today control vast fleets that trade worldwide.

The very famous name of Oldendorff has come a very long way in the one hundred years from a small coastal fleet founded by Egon Oldendorff, to operate very important bulk fleets that straddle the globe in a network of trading empires.

The advantages of family run businesses are that profits can be retained instead of being paid out in huge dividends to shareholders, which can be reinvested in the business when the time is right. This allows them to ride out seriously difficult times and then take advantage of opportunities that a weak market presents in the time honoured 'buy low and sell high' strategy.

The funnel colours of Reederei Oldendorff now have changed to a red base with a grey top and a central dark blue band bearing 'EO' in white, and the huge time chartered fleet wear charterer's funnel colours.

I wish to send everyone at the 17 Branch offices worldwide of Reederei Oldendorff, and those working at the Head Office at Lubeck very best wishes for the next one hundred years.

PHOTO OF THE MONTH

On 11th May 2001 the 73,931dwt bulk carrier Zella Oldendorff arrived in the Bristol Channel to dock at P voyage. She left Portbury for Kamsar on 16th May arriving Kamsar on 26th May. She departed Kamsar o bow, Westgarth will be pushing on the starboard bow, Shannon will push midships, Avongarth is on the s
The Zella Oldendorff was built in 2001 by Jiangnan Shipyard at Shanghai as the Trave River although she Management and renamed Ecola and in 2018 they renamed her Mei Lan Hu. She still sails as such.
The 216gt Stackgarth was built in 1985 by Dunston at Hessle as the Eston Cross. She became Stackgar Sjotransport AS without changing her name.
The 266gt Westgarth was built in 1983 by Hanasaki at Yokosuka as the Yashima for Daito Unyo KK beco she joined Ukrstroyservis LLC of Ukraine without changing her name.
The 352gt Shannon was built in 1981 by McTay Marine at Bromborough as the Eldergarth becoming Sha to Future Marine Services and renamed Safe Supporter 1. In 2015 she was reconverted into a tug. In 202
The 189gt Avongarth was built in 1980 by Kanagawa at Kobe as the Iwashima Maru for Naigai Unyo KK. Castor and in 2012 she joined Destiny Marine & Shipping of Nigeria and was renamed Lady Jesse II.
The 262gt Portgarth was built in 1995 by SevMash at Severodvinsk. She now operates for Svitzer in Gec

Photo: Bernard McCall

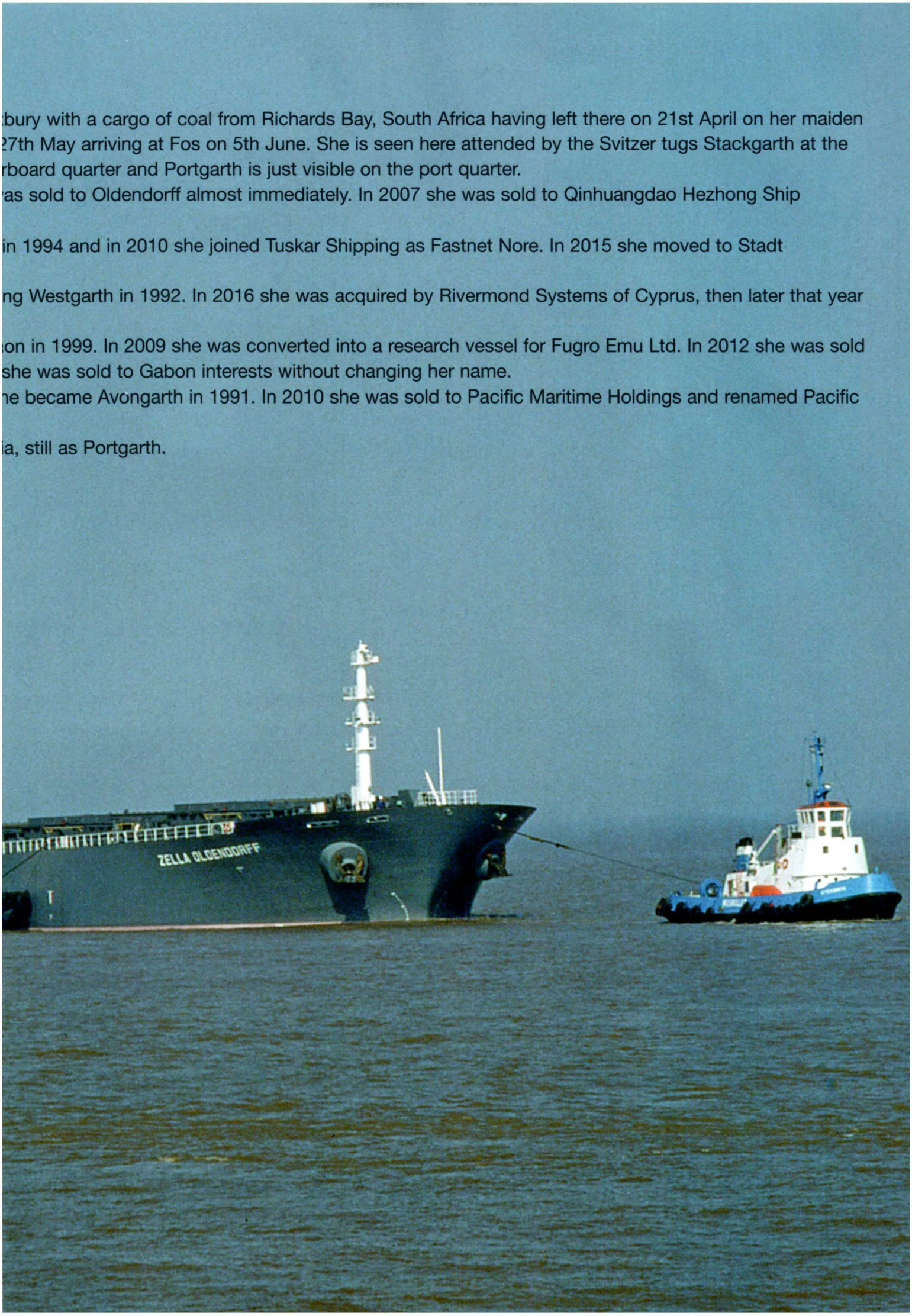
:bury with a cargo of coal from Richards Bay, South Africa having left there on 21st April on her maiden
27th May arriving at Fos on 5th June. She is seen here attended by the Svitzer tugs Stackgarth at the
rboard quarter and Portgarth is just visible on the port quarter.
as sold to Oldendorff almost immediately. In 2007 she was sold to Qinhuangdao Hezhong Ship

in 1994 and in 2010 she joined Tuskar Shipping as Fastnet Nore. In 2015 she moved to Stadt

ng Westgarth in 1992. In 2016 she was acquired by Rivermond Systems of Cyprus, then later that year

on in 1999. In 2009 she was converted into a research vessel for Fugro Emu Ltd. In 2012 she was sold
she was sold to Gabon interests without changing her name.
ne became Avongarth in 1991. In 2010 she was sold to Pacific Maritime Holdings and renamed Pacific

ia, still as Portgarth.



The Sinking of the S.S. Quetta

The fate of the S.S. Quetta was first brought to my attention by a Barrier Reef Pilot that had been engaged to pilot my vessel through the Torres Straits. Spending many hours on the bridge during the tricky passage with little to do other than monitor the navigation, talk to the Pilot, and drink a bottomless pot of coffee, I became engrossed in the tale of the sinking of the S.S. Quetta, on an uncharted rock in the Adolphus Channel, on what is now known as "Quetta Rock", situated in the eastern approaches to the Torres Straits.

The RMS Quetta was a British-India Steam Navigation Company liner that travelled between England, India, Australia, and the Far East. The Quetta was a state of the art, single screw steamer, schooner rigged, and steel hulled. With a gross tonnage of 3,302 and powered by a 490 nhp compound steam engine driving a four bladed propeller, the ship also had three masts which carried sails for extra speed, resulting in her being a fast ship for her day, with a service speed of about 14 knots. She provided superior accommodation for 72 First Class, and 32 Second Class passengers.

The Queensland Government had negotiated to have a regular service between the United Kingdom and Brisbane, to facilitate the passage of people and mail. RMS Quetta was specifically designed and built for the Australia run, with refrigeration and the capacity to carry frozen meat in special lockers. The ship was launched in March 1881, from the W. Denny & Brothers Ltd. shipyard, at Dumbarton and made her maiden voyage to Brisbane in 1883. The designation RMS indicated the ship's role within the Queensland Royal Mail Service.

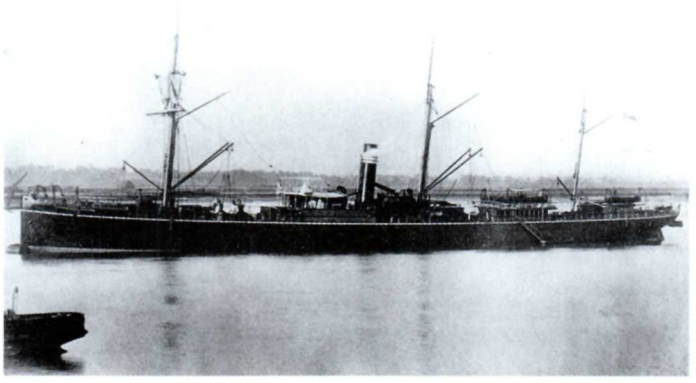
The Quetta was built following the Queensland Government's lobbying for a regular service between Europe and Brisbane to assist with increasing passenger, freight, and mail demand, a result of the expanding State of Queensland. The subsequent loss of life, cargo, and the ship itself, caused public outrage with demands for beacons and accurate charts for these treacherous waters, to minimize the risks of further shipwrecks and to ensure greater safety at sea.

On 27th February 1890, the Quetta departed from Cooktown for Thursday Island, at the top end of Australia in the Torres Straits. Onboard were 291 people, 33 in Saloon (First) Class, 65 Steerage (Second) class and 71 (Deck) class. The crew made up the rest of the numbers.

The next evening the Quetta was approaching Adolphus Channel. The Captain left the Pilot and Third Officer on the bridge, while he went to dinner. At 7.45pm he returned to the bridge and was satisfied, that everything was safe. At 9.10 pm the Pilot ordered a change of direction to north-west to compensate for the strong currents. The Captain was on the bridge at this time and within a few minutes, the Quetta hit the hitherto uncharted rock, without any warning. Typical of most nights in the Torres Straits, it was clear, calm, and moonlit, when the Quetta had entered Adolphus Channel on her 12th round voyage. Onboard were many eminent Queensland families, mail, and valuable cargo.

Captain Sanders immediately ordered the engine stopped, and for the lifeboats to be made ready for embarkation of those onboard. The ship quickly started settling by the head, but unknown to those on the bridge, the stokehold crew were already dead, drowned by the sudden ingress of seawater. The Captain went forward and saw that the water was already level with the forecastle. He called out to the passengers on deck to move aft. The forward hatch cover was blown off, as the water came in from below and forced the air up. The people standing on it were blown overboard.

The catastrophic damage to the ship was caused by hitting the uncharted rock. The keel of the ship at the bow was bent back and a gaping hole was ripped across the hull at the collision bulkhead. The ship was doomed as the hole was so large the massive ingress of water was always going to flood in faster than any pump could remove it.



The Quetta off Gravesend in 1884.

The now heavier, and deeper, bow, caused the sinking ship to pivot around the bow as the fast-flowing currents yawed the stern, from side to side. The ship had now drifted north and was listing heavily to port. This meant that only half the lifeboats were able to be launched. Two lifeboats were launched and within three minutes of hitting the rock, the Quetta sank bow first. The Captain scrambled up the mizzen rigging and kicked off his shoes before the ship plunged to her watery grave. The Pilot handed out life jackets before he too was forced into the water.

Captain Sanders made it into one of the lifeboats which held a total of 80 survivors. His boat only had two oars, so passengers used their hands and anything else they could find, to assist with the rowing. The other boat passed his, headed for Little Adolphus Island. The first boat dropped its passengers on the island and returned to the wreck site to look for more survivors. They only found a few. At 1.30 am on 1st March 1890, Captain Sanders' lifeboat made it to Little Adolphus Island, four miles north of the wreck site.

The next morning, at around 5.30 am, the Captain, Pilot and eight crew members took one lifeboat and set off for Somerset, a small settlement on the Pacific Ocean side of Cape York. Today all that is left here are the ruins of some buildings and some graves. After first landing at Albany Island, they arrived at Somerset at 10.30 am.

Here, Frank Jardine, who the Jardine River is named after, gathered a crew of his staff and they set off to the wreck site to look for more survivors. At the same time a man set off on horseback with a telegram written by Captain Sanders. This was taken 16 miles across Cape York to Paterson Telegraph Station. Just before 2.00pm, the telegram was handed to the Administrator of Thursday Island, John Douglas, the former Premier of Queensland.

Within one hour the Queensland Government steamer, Albatross was underway under the command of Captain David Reid. The New Guinea Government steamer Merrie England, was also at Thursday Island and she too set sail for the Adolphus Islands, with water and provisions. The pilot cutter Eileen, also headed to the scene of the tragedy.

Jardine's staff in the lifeboat had already found and rescued several people found clinging to wreckage, flotsam and life belts. They also found the body of Dr J. Harry Poland, the ship's surgeon, and another male. Two people were seen on Achoineh Island.

9 15 P.M.
"Thy way is in the sea, and thy paths in the great waters and thy footsteps are not known"
FOUNDERING OF THE
S.S. QUETTA
IN TORRES STRAITS FEB 28 1890
9 18 PM

A drawing of the SS Quetta in the Torres Strait at 9.15pm and 9.18 pm on 28th February 1890. The first drawing shows the Quetta before foundering and the second shows the shipwreck.
The scroll in the picture says:
"Thy way is in the sea, and thy paths in the great waters and thy footseps are not known" *(State Library of Queensland)*

Meanwhile, Captain Sanders had hailed down the passing ship SS Victoria. They immediately turned about and headed back north and when they came across the Albatross, Sanders transferred to her. The Victoria then continued her voyage south. The Albatross collected the 98 survivors from Little Adolphus Island. This included, a 2 years old girl, whose family appeared to have died in the sinking. She had been supported in the water for several hours by Mutassa Clark, a Cingalese engine room crewman. She was the only child out of the 25 onboard to survive.

All the survivors were then transferred to the Merrie England which took them back to Thursday Island. The baby's real identity was never established, and she was later adopted by Torres Strait pilot, Captain Edmond Lechmere Brown and his wife Marjorie. She was named Cecil (Cissy) Lechmere Brown but was known far and wide as Quetta Brown. She passed away in 1949.

In the final reckoning, 134 out of the 292 people onboard died when the Quetta sank, the greatest loss of life in Australia's maritime records, at that time.

As Captain Reid turned the Albatross around Cambridge Point towards Achoineh Island, he spotted what he first thought was a coconut in the water. This turned out to be another survivor, Emily Lacy a 16 year old Saloon passenger. She was delirious and badly sunburnt after spending 36 hours in the water. Initially she tried to fight off her rescuers, but eventually she was taken onboard. Her 13 years old sister died in the sinking.

Among the steerage passengers lost one particularly sad case was that of Mrs Jacobsen and family. Her husband was drowned in the Brisbane river during the recent floods, and a subscription was raised for her and passages taken by the Quetta for England, where she had friends. She and her four children all went down.

One of the saloon passengers, numbered among the missing, was on his way to take over a fortune of between £50,000 and £60,000 which he had just inherited. He had been working for 20s a week for some months past, and paid a premium of £20 above saloon fare to secure a berth by the ill fated ship at the last moment.

Another passenger, supposed to be lost, insured his life in Brisbane for £500 before leaving. He was on his way to some gold-fields in Batavia.

A few days after the tragedy, the Albatross set off again, this time with Captain Sanders, Captain Keatinge, Third Officer Babb, the local priest, Reverend Maclaren and Police Sub-inspector Savage onboard. They headed to the location where Captain Keatinge claimed the Quetta had sank. Immediately, they located the wreck, it was obvious by the way the tidal flow was pushed up by the wreck forming a whirlpool on the surface. This still happens today. Soundings using lead weights attached to rope lines, the old way of checking your depth, established the wreck was at between 6 and 13 fathoms, or in today's jargon, 11 to 24 meters.

The wreck was marked with a buoy and the boat then headed to Achoineh Island where they buried Dr Poland and the other male. They then went to Somerset. No other bodies were found. At Somerset, Frank Jardine advised that his men had saved 36 people and recovered the bodies of another 45 who they had buried at sea.

The next morning the Albatross headed south searching for more bodies and presumably looking for survivors on islands. Without finding anything, they headed north following the Quetta's track eventually arriving back to the wreck site.

In November 1890, a diver named Anderson, who had previously been diving on the wreck, once again dived on the wreck, but this time he was attempting to salvage cargo, specifically 60 tons of silver and tin ingots being carried in the rear hold. This had been loaded at Port Douglas. He was assisted by other divers. They placed dynamite charges on the starboard hull above the rear hold. These were detonated by battery from his ship located above the wreck.

The hull was successfully blown open, but the divers, using hard protective head gear, encountered clouds of wool and tallow that had been swept up from the hold. They eventually salvaged all the ingots, valued at over £7,000. They also recovered other items including personal papers, clothing, and jewelry. In the process, they also recovered the ship's bell which is now at the Quetta Memorial Church, on Thursday Island.

The rocky outcrop which the ship struck, became known as the Quetta Rock. In 1981 the wreck of the Quetta gained protection under the Historic Shipwrecks Act 1977. To this day it remains one of Australia's worst maritime disasters.

In the aftermath of the tragedy, the Master and Pilot, who had been following Admiralty Chart sailing directions, were exonerated of any negligence. Marine surveys of the Torres Strait began just months later and all recovered mail was subsequently collected from the sea and delivered. By 1915 the Commonwealth had assumed responsibility for building and maintaining all lighthouses and navigational aids in the Torres Straits and Great Barrier Reef.

FISHING TRIPS AND MERCHANT SHIPS

Pilot Launches at Work

On arrival in Grimsby I found my way to the lock basin where I was to join the launch John Good. This was easy to find as the main, possibly only, landmark is the tall, Venetian style, water tower under which I found the steps leading to the John Good. The John Good turned out to be one of the smaller launches operated by my new employer, the Humber Pilots Steam Cutter Company a wholly owned subsidiary of the British Transport Docks Board, which meant I needed to join a new union, the National Union of Railwaymen. This was because historically the docks in Hull had been built by railway companies so employees of these companies working on the dock like rail shunters, crane drivers and dredger men, but not dockers, were considered railwaymen. The British Transport Docks Board, a nationalised company like British Rail, had taken over the docks and the responsibilities of the Humber Conservancy Board as well as the Pilot Cutter Company, which had originally been set up by the Humber pilots themselves in 1894.

There were, in 1971, several different types of pilot, Humber pilots who served the lower Humber and the ports of Hull, Grimsby, Immingham, Killingholme, Saltend, Barton and New Holland, Goole pilots who served, obviously, Goole and a small port on the Ouse called Blacktoft, and Trent Pilots who served the Trent ports of Flixborough, Keadby, Gunness and Gainsborough. Ships for Goole and the Trent would change pilots in Hull Roads, which meant that there was a pilot boat based there permanently for this purpose. The lower Humber pilots were taken off or boarded in the vicinity of the Spurn or Spurn lightship except for the exceptionally large ships that were boarded or landed further out to sea around the Humber lightship. The pilots were all classed as self-employed although a pilot master in the Pilot Office gave them their work. The largest number of pilots were employed on the lower Humber service where you would find three classes, junior, senior and ten year plus pilots which determined the type of ship they were allowed to pilot based on tonnage and experience. The large super tankers and bulk carriers carried two pilots, one senior and a ten-year man in charge. Our job was to make sure that the pilots got on and off the ships safely.

Two large cutters called the Frank Atkinson (next page above) and the William Fenton served the pilots at Spurn with one cutter on station at all times. Each cutter had accommodation on board for a limited number of pilots while they waited to board their ships. The boarding was done by using small motorised boats, like ship's lifeboats, manned by pilot apprentices. This worked fine when most of the ships could make their way close to Spurn Point but as ships got bigger and the ports on the Humber, Trent and Ouse got busier, it became more difficult to provide the service needed so these cutters were supplemented by a launch based at Grimsby to ferry pilots back and forth as required, and larger launches that served the super tankers and bulk carriers that needed to be boarded far out at sea. There was a specially dredged channel, the Sunk Dredged Channel, to make sure that there was sufficient water to allow the deep draught vessels to proceed to the new jetties at Killingholme and Immingham and, in addition to this, there was also a mono buoy for tankers discharging for a refinery at Tetney in North Lincolnshire. Like the one I had come in contact with at Miri, the tanker moored to the buoy at the forward end only and the pipelines for the discharge, or load, were floated around to ship for connection.

The first thing I found out was that I was a kind of spare deck hand who would be required to provide cover as needed and where needed whether it was the boats doing the super tankers which could be out up to three days, the Grimsby station which worked twenty four hour shifts or Hull Roads which worked rotating shifts, an eight hour day shift followed by 24 hours off, then a sixteen hour night shift followed by 48 hours off. When not required for cover I would be on day work, as organised by the shore foreman, based in the old lock keeper's office on Humber dockside.

I also learned that there were big changes planned to take place with the main one being the phasing out of the large cutters to be replaced by a base at Spurn Point with the boarding and landing done by high speed launches. The first phase of this was that all the Grimsby crews were being made redundant. They were offered the opportunity to relocate to Hull but the only one to take this up was a skipper who had already relocated from Hull to Grimsby to take that job up.

The launches in service when I joined were the John Good (above top) and Dracoena (above), small fast 40 foot or so launches mainly used on the Grimsby service.

The Vala Nos Deus (later renamed Captain Holmes) and the Captain Sibree (above), which were larger being between 60 and 70 feet long with a beam of about seventeen feet, and the much slower Captain A.E

Newlove (above) which looked like it had been built as a fishing boat before being fitted out as a pilot boat with a wooden hull and a length just over sixty feet and a beam of about eighteen feet.

On Hull Roads the main pilot boats were the Commander Snowden next page (above), the smallest of the fleet being just short of 40 feet. This boat was built for salmon fishing in Scotland and was quite slow especially when punching the tide which made us speculate when she was eventually fitted with radar that the boat would start spinning rather than the scanner.

The other boat mainly used on Hull Roads, interchangeable with the Snowden, was the T.W. Prickett (above) which was a another wooden hulled fishing boat fitted out for the pilot service which was slightly bigger at 47 feet by 15 feet, slightly faster and certainly more comfortable than the Snowden. Gradually the fast fibreglass launches would also be used on Hull Roads when the Snowden and Prickett were out of service, or, as was the case of the Prickett which was a good sea ship required to support the service at Spurn Point. All the launches could carry up to twelve pilots.

The crews of the pilot boats working from Grimsby and Spurn consisted of a skipper (coxswain), engineer and deckhand. Hull Roads pilot boats only carried a skipper and an engineer/mate, which sounded grander than deckhand but the only engineering involved was starting and checking the engines, running the generator when the engines were not running, pumping out the bilges and occasionally changing an impellor or packing a leaking stern gland, all other jobs would be done by the more qualified engineers. Eventually, when the service consisted of launches only, the engineer/mate job title would be dropped and all the launches would carry just a skipper and deckhand and only take an engineer if going further out to sea than the Spurn Lightship.

The crews came from a variety of maritime occupations with the skippers being mainly ex-trawler, tug or barge skippers, but some had also come through from being deckhands as the job demanded local knowledge of the river and small boat handling skills that could only be learned by experience. The engineers, except for the engineer/mates on Hull Roads, were nearly all qualified marine engineers who had served their time in local shipyards and marine engineering companies but a couple had also been trained in the Royal Navy. The deckhands came mainly from fishing and the Merchant Navy when I started but as the personnel became larger some came from barges, Royal Navy, and even a couple from the Humber ferries.

At first my work was very varied as I was required to cover for people if they went sick or on holiday, so in one week I could find myself as engineer/mate on Hull Roads, working on the Grimsby station, or doing a few days at Spurn on the Humber lightship runs. Generally I got on well with all the crews and I knew a couple of them before I started. One of these was Bert Harrison, Mick Harrison's dad, who was an ex-tug skipper and I did a number of watches with him. I remember being on the Newlove with Bert and an engineer called Pete Spencer. Pete was a very big bloke and liked his food. We all used to take food with us to cook on the galley stove on the Newlove which we would then share. Mostly this was a fry up which Bert used to orchestrate using the biggest frying pan I had even seen. Into this frying pan would first go a lump of lard, followed by sausages, bacon, chops, and even baked beans. Each time something was added the fat in the pan would rise until it was about an inch deep in the pan at which point Pete would come along and drop a pork pie into the fat and immediately the fat level would drop as it was sucked up inside the pie. He must have had a strong stomach as it was wintertime and we were often bobbing about in pretty foul weather. I never tried the pies but the Bert's fry-ups were good.

I liked the variation of the work and all the time I was learning and watching about the river, the tides and boat handling. When not working on the launches I could be sent to do any number of jobs which could involve working with the engineers one day or carrying out general maintenance on the large cutters or any of the pilot boats in dock on another day. On day work those available would turn up at the lock keeper's office on Humber Dock lock head for our instructions from either the shore foreman called Billy Larder or the engineering foreman, Ernie Lornie. Both of these two were good blokes but I particularly liked Bill as he was close to retiring age and quite laid back. The job was quite well paid and never boring so I was quite happy as was my wife now that I seemed to settled in what in part resembled a shore job. There was also quite a lot of overtime and often I would be working on a boat in one of the docks and I would receive a call that I was wanted to do night shift on Hull Roads or make up the crew for a Humber lightship run during the night. On one occasion both Bill Larder and myself were required to do the nightshift on the Hull Roads station.

The main work on Hull Roads involved boarding and landing the Goole and Trent pilots which usually took place about three hours before and two hours after high water respectively. Many of the ships going up river would have come up to Hull Roads in between tides and anchored while others would have picked up a Humber pilot at Spurn a couple of hours earlier and come up the river on the flood tide. So while we were expected to serve all the ships at anchor we would also do the other up river ships on the run, putting the Trent or Goole pilot onboard and landing the Humber pilot, so it could get hectic for a couple of hours while this was going on. Similarly, a couple of hours after the tide turned, we would get the ships coming down from the Ouse and Trent wanting to change pilots for the passage to the open sea. In between these tidal activities the Hull Roads boat would transport pilots to and from New Holland if no ferries were running. Occasionally we would also be asked to pick up pilots from Barton or New Holland haven. I carried on as before doing whatever was required but now my instructions came from Ernie Lornie. One day I was sent to work with a couple of the engineers on the Prickett which was on one of the fish dock slips being given an overhaul. We cleaned out the bilges and worked for a while on the main engine until Ernie appeared and asked me if I could cover the nightshift on Hull Roads. It was close to the four o'clock relieving time for the shift so I wouldn't have time to go home and get packing up and any other stuff I needed but he said I might get chance do this during a quiet period. I was pleased to do this shift as it meant more overtime and therefore more pay.

The launch on duty was the Commander Snowden skippered by a young man called Bernard Gillyon. I had done a couple of shifts with Bernard previously and we got on well together. The Commander Snowden was an ex-salmon fishing boat but a bit smaller than the Prickett but with a similar layout except that you had to come out of the wheelhouse to access the forward cabin which was still fitted out with four bunks, a table and a coke stove. There was no heating in the wheelhouse but there was a calor gas stove. The wheel and gearing system were similar to the Prickett and the single screw Snowden was also powered by a Gardner engine although a smaller version to the one on the Prickett. Some of the regular crews on Hull Roads hated the Snowden because it was very slow, the wheelhouse could get very cold and it was only comfortable when using the forward cabin with a good fire going but this was now spring so there were no real issues about being cold.

On taking over the shift we did a couple of jobs and then Bernard said it looked quiet so I could pop home to go get my stuff for the night. I returned about an hour later but it was still fairly quiet with only the odd ship to attend to. During one of the runs I happened to mention that the exhaust seemed to be getting hot and the engine sounded a bit rough.

Bernard was originally an engineer before becoming a coxswain and went to take a look. When he returned he said that it was hard to tell if there was anything wrong with the engine as the Snowden always sounded rough and some lagging had come off the exhaust pipe so it felt hotter. During the next hour Bernard thought that the engine was starting to sound rougher so he decided to call up the engineering foreman, Ernie, for his opinion.

Ernie came down and didn't like the sound of the engine. Bernard then mentioned in conversation with him that he had heard one of the other crewmembers complaining about the Snowden and that they would get rid of it by putting sand in the engine. Now a box of sand was kept in the engine room for the purpose of putting it down on the slope on Minerva Pier to stop the pilots slipping on the wet and muddy timber, inevitably some of the sand spilled onto the engine room floor so it was not unusual to see and feel sand down there. Ernie felt around the oil filler cap and thought it felt gritty but he couldn't tell if any sand had got in the engine. Ernie then went ashore and telephoned the Commodore of Pilots. Mr Perry was at home suffering from a cold when Ernie told him that we needed to replace the Snowden with the John Good. When asked why Ernie said that sand may have been put in the engine. Perry called the police.

A short while late two detectives from the British Transport Police appeared, looked over the boat, checked the engine room with Ernie and asked some general questions while drinking our tea. Eventually they went ashore then came back a few minutes later and said that they needed to take some statements and asked me if I would come to their car and give a statement so I agreed. In the car they asked me a few general questions, which I answered, and then one of them turned to me and said, "We think you did it so we are taking you to the police station." I was shocked.

They took me to an a office on the first floor of Monument Buildings above Maurice Lipman's and the wet fish shop in Victoria Square. I've seen plenty of comedy duos playing detectives in my time but none of them matched these two comedians although at the time my appreciation of their policing skills was more tragic than comic as the more I protested my innocence the more they found a way to twist the words that I had said. I think they tried to play the "good cop, bad cop" but their performance was mostly "bad cop" in all senses of the word bad because they were not very good detectives. I don't recall a spotlight in my eyes but the interrogation went something like this:
"Why did you do it?" "I didn't do it."
"Oh yes you did."
"Why would I do it?"
"That's what I asked you. You did it because you have got a grudge against the company."

The T.W. Prickett on the Fish Dock Slipway.

"No I haven't, I enjoy my job." "You did it because you don't like that boat." "I'm only relieving on the boat so it makes no odds to me." "That's it! You've a grudge against the company because you've not got a regular job." "I like relieving because it gives me variation and I'm learning the job." "If you are relieving what were you doing today?" "I was working on the Prickett on the fish dock slip." "The Prickett? What's that?" "It's another launch." "That's it! You were working on a better boat and you resented being taken off it to work on the Snowden"." "No, the day was nearly over and a relief shift would be overtime." "That's it! You had been working all day and you resented having to work a night shift as well." "I didn't resent it, I volunteered and it is more money." "What were you doing on the Prickett?" "Working with the engineers doing general stuff like cleaning the bilges
and helping them clean the engine." "That's it! Cleaning bilges that's a dirty job as is cleaning the engines, you had a grudge against the company for giving you a dirty job." "I have had dirtier jobs and I was learning about the engines." "You did it because you had a grudge against the company and you objected to have to work all night on an old boat." "That's ridiculous. Why would I put my own life at risk by deliberately damaging the engine? Why would I put my job at risk? It does not make sense."

"We will decide if it makes sense or not, anyway it doesn't matter if you didn't do it we will make it look like you did so you may as well plead guilty and get a lighter sentence rather than not guilty and go to jail!"

I couldn't believe my ears. It didn't matter if I was innocent or not provided they got a conviction. With that they took me to the main police station in Queen's Gardens where they asked the desk sergeant to put me in a cell. The desk sergeant after taking my personal details asked them what the charge would be and it was obvious that they hadn't thought about this so we were subjected to a kind of Chuckle Brothers to me to you exercise as they passed ideas between themselves before one of them blurted, "Sabotage! That's it. Industrial Sabotage." The desk sergeant looked at me and raised his eyebrows as if to say what a pair of clowns before writing down the charge and taking me to a cell. If he thought that these two clowns were funny, I certainly didn't.

I was left in the cell with a plastic covered mattress and a blanket that I had no intentions of using. So I just sat on the mattress thinking. This is just what they wanted me to do I later realised as the thoughts were swimming around my head along with the words "it doesn't matter if your didn't do it, we will make it look like you did so you may as well plead guilty and get a lighter sentence rather than not guilty and go to jail!" I thought about how my wife would feel, how my family would feel, how this would be the end of my sea career, how they (the police) could get away with this, and I convinced myself that there were innocent people who had been convicted of serious offences because they had given in to police psychological pressure: and I was determined that one of them would not be me.

The Tweedle Dum and Tweedle Dee of the detective world, after making sure I was safely locked up, returned to the riverside where the John Good had replaced the Snowden.

A couple of hours later, still sitting in the cell in disbelief, my mind wonderings were disturbed by the reappearance of the dynamic duo who once again asked me again what I knew about the alleged offence before saying, "We're taking back to the boat and letting you go because the foreman and the skipper said it couldn't possibly be you and that you were one of the most reliable and conscientious workers of the lot."

Apparently when they returned to the launch in triumph after locking me up the were asking Ernie and Bernard more questions and background information when my name was mentioned and Ernie said, "By the way, where is Bob?"

"Ah, we've got him were he can't do any more damage," said one of the self-satisfied detectives.

"What do you mean?" "We think he did it so we've locked him up." "Well you had better unlock him quick because it certainly didn't have anything to do with him as he didn't have the time or the inclination and he is one of our most conscientious, obliging, and efficient crew members."

Eventually I would receive a full apology from the policemen but as far as I was concerned the damage had been done and I still believe that innocent people are pressured into admitting crimes that they did not commit.

When the detectives brought me back to the launch to finish my shift they asked Ernie and Bernard who could be other suspects and the answer was that most of the regular crews didn't like the Snowden and there had been jokes about "spiking the engine" but no one took these remarks very seriously. The detectives did take them very seriously though and asked if the previous engineer/mate had made any such comments and they were told that he had but that he seemed to be joking. No joke for the detectives as at six in the morning they were hammering on the young man's door before arresting him and charging him. Anyone could see that this was on the flimsiest of evidence, circumstantial and hearsay at best. The arrested man was a young Dutchman by the name of Foppo who had married a girl from Hull. The fact that he was foreign meant that in the eyes of some he was already guilty before even a trial.

The commodore immediately suspended Foppo without pay. The launch crews just as immediately came out on strike on the grounds that the company had no right to suspend anyone without a fair trial, hearing or investigation. Needless to say the strike didn't last long before the company agreed to Foppo's suspension on full pay.

Eventually the case came to trial so a number of us had to appear in court. This was a nerve-wracking experience but my evidence consisted of one of the barristers reading out my statement for confirmation and occasionally asking me to clarify specific points. After my evidence the judge told me I could go and would no longer be needed. Bernard got much more of a grilling when the defence lawyer employed by the NUR seemed to imply that he could have been the culprit as he had been left on the boat alone for a period of time and tried to imply that he had personal reasons for trying to implicate someone else. It looked as though the jury was going to have a difficult job until a forensic engineer was called. The union had insisted that the engine of the Snowden was subjected to independent examination and analysis. The results turned the case on its head. The expert concluded that no sand or other foreign body had been put in the engine. An analysis of the sump oil had shown that level of grit found there was what would be expected in any engine of that age and usage. Foppo was acquitted. There was no evidence of sabotage just a normal old and overused engine in need of a thorough overhaul.

The T.W. Prickett survives to this day as a private yacht. She was built in Montrose in 1950 as the trawler Kathleen Jane (H137) and converted into a pilot boat in 1956 which she operated as until sold on in 1980. *(Brian Brady)*

No one came well out of this incident. Foppo returned to work but after a short while decided to relocate his family to Holland. Bernard was given a hard time by some of his colleagues and even the management for a while but managed to keep going. While these two suffered the most from this incident no one questioned the management decisions that led to it happening in the first place, Ernie for responding to hearsay rather than proper investigation, and the Commodore of Pilots at home feeling sorry for himself because of a bad cold responding by jumping to conclusions and calling the police rather than calling for more information and a proper examination of the engine first. Anyway Ernie was also to leave within a short time and the Commodore would follow him in a couple of years to be replaced by a Humber pilot called Frank Berry who, as a representative of the pilots in their professional association, had been one of the main campaigners to change the service to one serviced by high speed, fibre glass, launches, but more of him later.

For me the experience had once again shown how important the role of a trade union could be in protecting its members so I started to get interested in the NUR and also politics by attending the union meetings that were held once a fortnight at the Railway Club on Anlaby Road. It was also a good excuse to go for a pint with some of the lads afterwards.

So what next? Would this be my job for the next forty-one years? I was happy now but would that always be the case? I still read a lot and was interested in art and history and I was well aware that I didn't have any academic qualifications not even an O level, but perhaps that could be rectified. I knew that there were night classes available and correspondence courses but I needed a bit of advice.

I had got to know a new neighbour in Cromer Street who I knew was a just married teacher at the local college as well as student at Hull University so decided to ask him for some advice. His name was Ron Fairfax who came from Sheffield and had trained as a teacher but now needed a degree hence his move to Hull. I told him that I wanted to do some O levels to broaden my education and he asked me how old I was. He then surprised me by saying I didn't need to do O levels or A levels as a new thing called the Open University had just started up which was designed for people like me; adults without qualifications. I said that I didn't think I was ready for that but he convinced me that I should make enquiries and give it a try and that he would help me if needed.

So I applied to the Open University, which had started formally that year, and was told that I could start the following year, in February 1972.

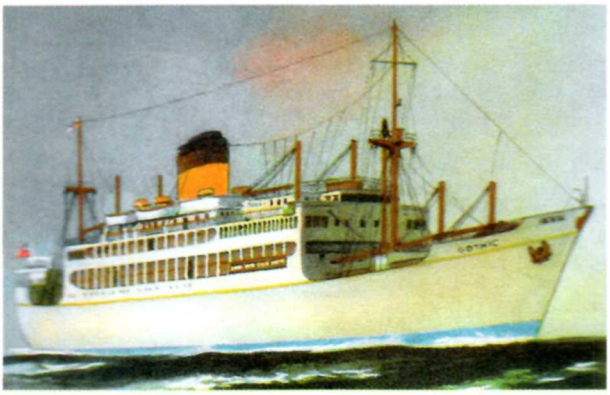
This is an extract from Bob Addey's book,
"Changing Course: Fishing Trips, Merchant Ships and New Directions"
published by Riverhead, Hull.

Also available from Amazon

THROUGH THE EYES OF THE ARTIST

THE ART OF J.G. FRANS NAEREBOUT - Part One: Ocean ships

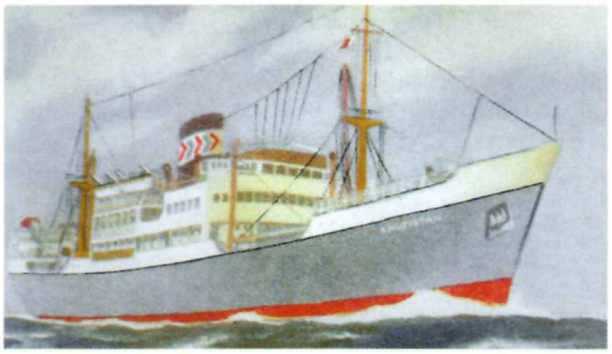
As a maritime artist, Frans Naerebout will be best known to Dutch shipping enthusiasts of a certain age, especially if they used John Wood's tobacco products such as Captain Grant's Shag Mix or ate biscuits (rusks) made by A. Hooimeijer & Sons of Barendrecht in the 1950s. Both these companies commissioned Naerebout to paint cigarette-card sized watercolour images of a fascinating variety of ships which purchasers of the products could stick in picture albums specially made for the purpose. These have happily survived to the present day and allow me to illustrate Naerebout's unique style in this series. However it has to be born in mind that the small size of the original paintings means that when enlarged in these articles some may lack a little definition. A bit like Frank Mason in Britain, they have the great advantage that unlike most of the ships portrayed by the 'greats' of the marine artistic world such as Dixon, Shoesmith, Bohrdt and Rosenvinge, many of the vessels portrayed in Naerebouts' albums will bring back fond memories of actual sightings in the minds of older ship enthusiasts. Gerrit Johannes Frans Naerebout was born in Rotterdam in 1915 and died at Vlissingen in 1988. He was a maritime designer, art teacher and painter, and played a part in the Art Society of the South, a group of artists painting in the Schelde area including Gerard Jacobs (1865-1958), some of whose work can be found in the Zeeland Maritime Museum in Vlissingen (Flushing). For Part One, we will look at his work as portrayed in the "In the Long Swell" (Op de Lange Diener) album produced for Captain Grant tobacco cards, starting with some British ships.



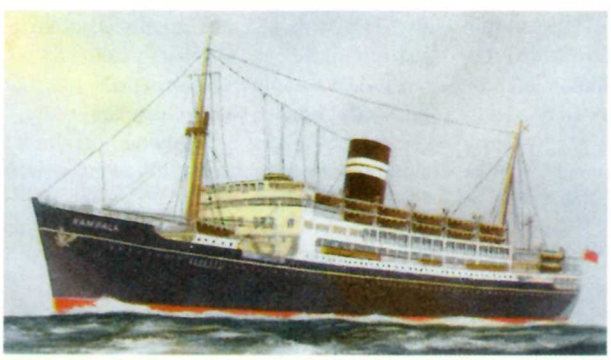
*The 15,902 grt **Gothic** was the last of the Corinthic class quartet built by Swan, Hunter in 1948 for Shaw, Savill & Albion Ltd. In 1954 her moment of glory came when, specially white-painted, she was used as the Royal Yacht for the newly crowned Queen Elizabeth's tour of Australia and New Zealand. She was broken up at Kaohsiung in 1969.*

*The 7,791 grt **Escalante** was one of 10 motorships built by Harland & Wolff at Belfast and Govan between 1952 and 1957 that were the last cargo liners built for Royal Mail. Her sisters were **Ebro**, **Essequibo** and **Eden**. The Escalante was wrecked at St. John, New Brunswick in 1970 under the name **Manes P**.*

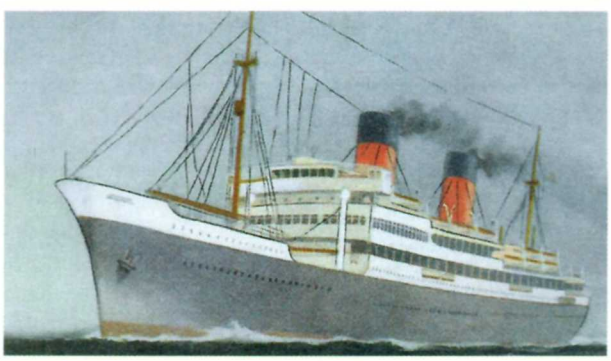
*The 10,488 grt **Romanby**, built by Sir J. Laing at Sunderland in 1957, marked the transition stage for Ropner's as they moved from traditional freighters to engines-aft bulkers. After sailing as **Sally**, **Sandra N**, **Canton**, **Tomabi** and **Swede Surprise**, she was broken up in 1983.*



*The 7,523 grt **Khuzistan** was completed by Strick Line's favoured shipbuilders, J. Readhead of South Shields, in 1955 for their Persian Gulf service. She was sold in 1973 and scrapped as **Foochow** in 1977.*



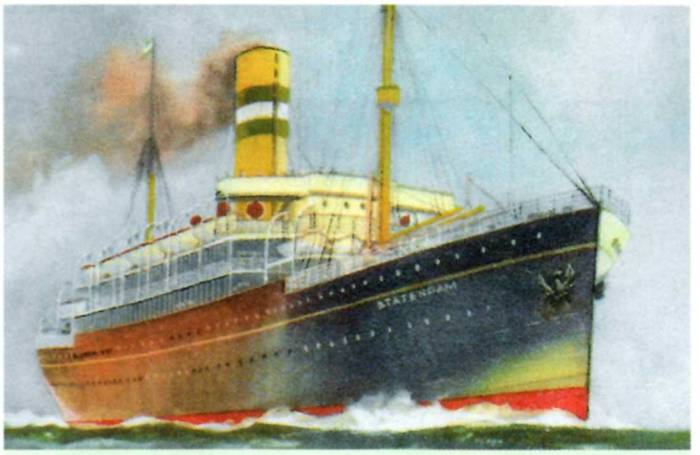
*Alexander Stephen built the traditional passenger-cargo turbine steamer 10,304 grt **Kampala** for British India in 1948. She was broken up at Kaohsiung in 1971.*



*Regarded as one of Union Castle's most elegant vessels, the 19,118 grt turbine steamer **Arundel Castle** was a product of Harland & Wolff at Belfast in 1921. She was broken up at Hong Kong in 1959.*

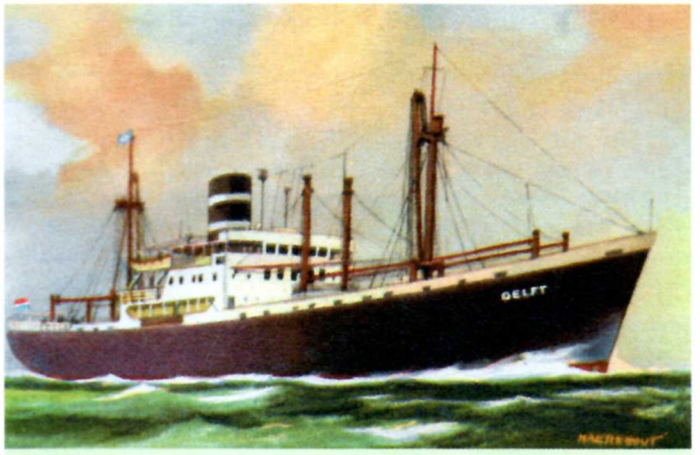
DUTCH SHIPS

Not surprisingly Naerebout was evidently keen to represent the rich variety of Dutch lines many of which had developed to serve the trade routes to the Dutch East Indies and other Dutch colonies. We shall take a closer look at these ships in Part 3.

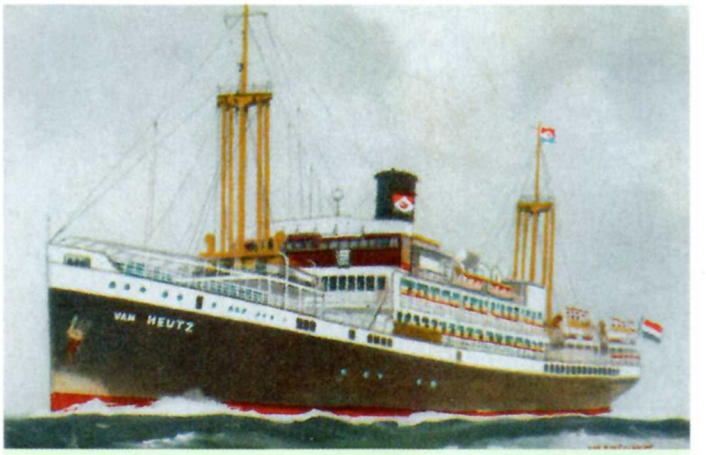


*The stately 10,491 grt **Statendam** (1) of 1898 was built at Belfast by Harland &Wolff. In 1911 she became the **Scotian** and in 1922 the **Marglen** before succumbing to the breakers' torch at Genoa in 1927. Two of her subsequent namesakes sported three funnels.*

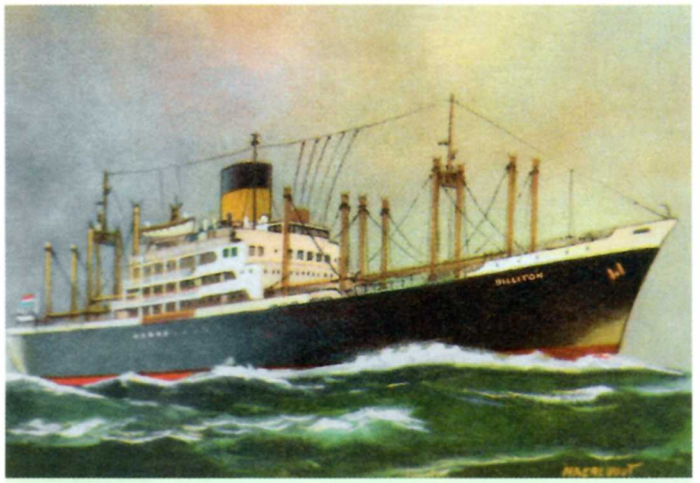
*The 8,001 grt **Amstelkroon** was completed in 1952 for N.V. Rederij "Amsterdam" at Capelle in Amsterdam. She was sold in 1966 as **Archigetis** and was wrecked off SW India in 1978 as **Good Fortune 1** under the Panamanian flag.*



*The 5,185 grt **Delft** of Koninklijke Nederlandsche Stoomboot Mij., Amsterdam, was a C1-A type product of Pennsylvania Shipyards in 1943 and operated on the West Coast of South America route from Amsterdam. She later sailed as **Camina Bay** and **Tiajuana** before being broken up at Hong Kong in 1970.*



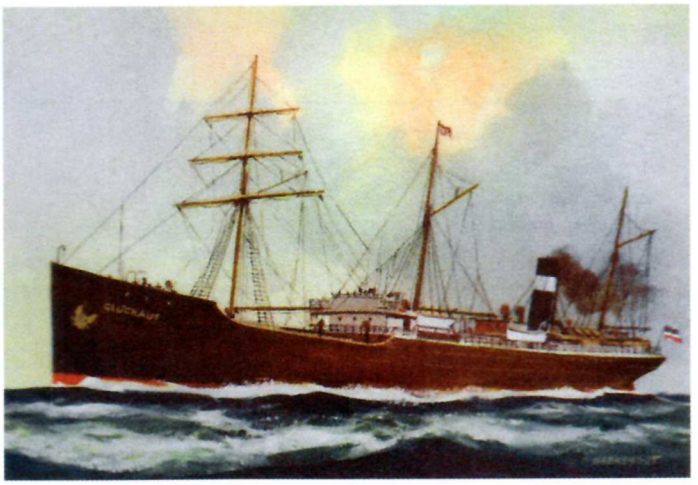
*The small 4,588 grt **Van Heutsz** would not have been seen much in European waters as she operated for the Kon. Java-China Paketvaart Lijnen (K.P.M.) of Amsterdam in the Far East. She was built at the De Schelde yard in Vlissingen in 1926 and operated mainly between Saigon and New Zealand. She was broken up in 1959 as **Barentsz**.*



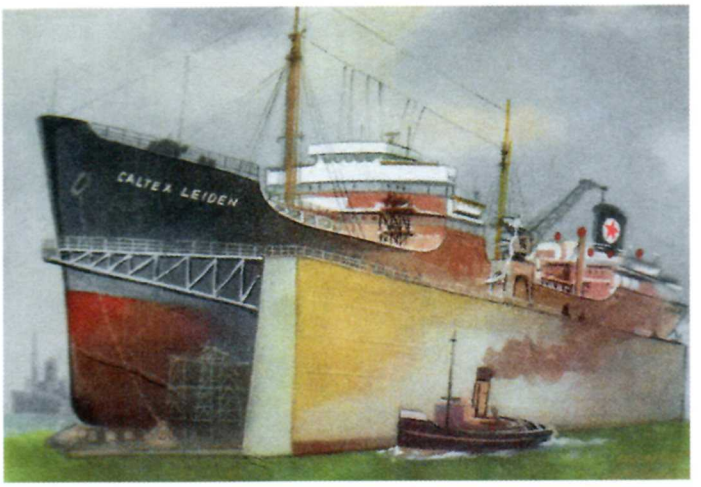
*Perhaps showing some of the pedigree of the Alfred Holt ships often built at Dundee, the 7,445 grt turbine steamer **Billiton** was completed by the Caledon Shipbuilding & Eng. Co. in 1951 for the Stoomvaart Mij. "Nederland" of Amsterdam. She served on the Amsterdam-Indonesia route until sold in 1972, becoming **Mercury Sea** and was broken up at Kaohsiung the following year.*

*The 6,354grt **Kieldrecht** was delivered from the Bartram yard at Sunderland for Phs. V. Ommeren of Rotterdam in 1950. She mainly served on charter to V.N.S. (Vereenigde Nederlandsche Scheepvaartmaatschappij) on services to India and Pakistan. She was sold in 1970, becoming **Spalmatiri Engineer** and broken up at Gadani Beach seven years later.*

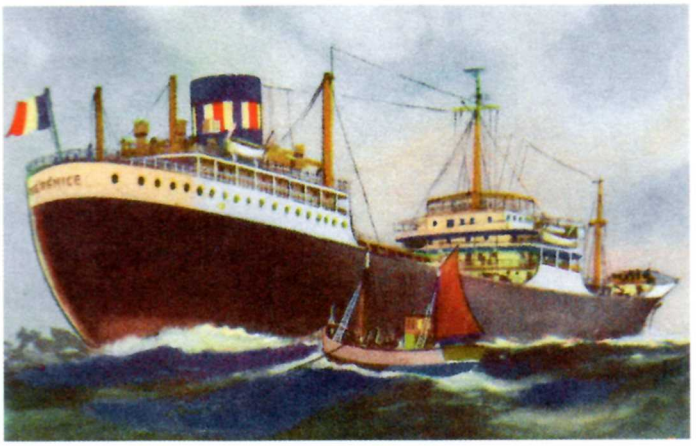
TANKERS



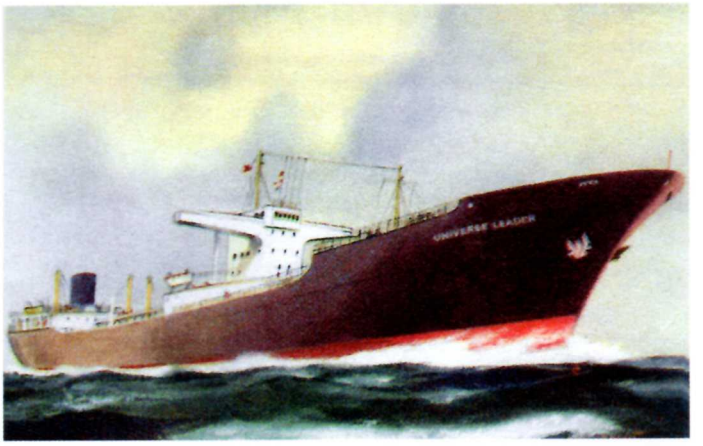
*The 2,307 grt tanker **Glückauf** has a place in history as the first vessel built to carry oil in bulk, as opposed to in barrels or drums. She was built by Armstrong, Mitchell at Low Walker in 1886 for W.A. Riedemann of Geestemunde, later Deutsche Amerikanishe Petroleum Dampfschiff Gesellschaft. Her short period of fame ended prematurely when she was wrecked at Fire Island, New York in 1893 on a ballast voyage from Stettin to New York while on charter to Standard Oil.*



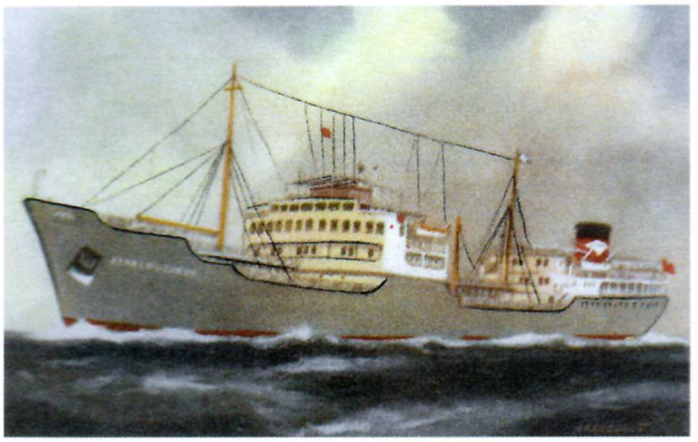
*The 16,613 dwt **Caltex Leiden** was one of the famous T2 type of war-built tanker originally named **Fort Ridgley** and built at the Alabama Dry Dock Co. at Mobile in 1944. She came under the Dutch flag as the **Caltex Leiden** in 1950 and, like many other T2s, was widened and lengthened in 1966 and renamed **Chevron Leiden**. She was broken up at Kaohsiung in 1977 following a turbine explosion the previous year.*



*The 31,208 dwt **Berenice**, completed in 1952 by Chantiers et Ateliers at St. Nazaire for the Comp. Auxiliare de Navigation of Le Havre, was the first tanker in Europe to exceed 30,000 dwt. In 1974 she became **Lydda** under the Somalia flag and was broken up by I.M. Varela Davalillo]at Castellon in 1976.*



*Along with the so-called 'Golden Greeks', Niarchos and Onassis, the American Daniel K. Ludwig revolutionised tanker transport when his Universal Bulk Carriers ordered a series of tankers from Japanese yards that were the largest the world had ever seen. The 85,515 dwt **Universe Leader** was one of seven to come from the Kure shipyards that Ludwig had taken over after the war. She was broken up at Kaohsiung in 1977.*

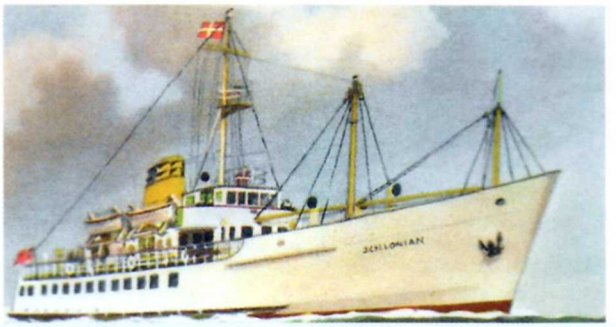


*The 12,840 dwt **Athelduchess** built for Athel Line of Liverpool by Hawthorn Leslie in 1951 was a molasses tanker. Athel Line, previously United Molasses, had pioneered carrying molasses, a by-product of sugar refining, under the guidance of Danish immigrant Michael Kielberg in 1915. She was broken up at Castellon in 1962.*

*The 26,450 dwt **Esso Nederland** was a typical mid-1950s bridge amidships turbine tanker, built by Van der Giessen at Krimpen a/d Ijssel in 1956. She was sold to Greek owners in 1975 who traded her under the names **Petrola XXIII**, **Petrola 23**, **Alexandros** and **Afroessa** before she was broken up at Aliaga in 1986.*

THEY ALSO SERVE

Naerebout demonstrated a very wide scope in his illustrations, and one of his albums, From Steam to Atom (Van Stoom tot Atoom), celebrated developments in sea transport up to the atomic powered ships **Savannah** and **Lenin**. Here he looks at some of the smaller less celebrated but nevertheless essential ships to be seen around the coast. In Part 2 we will look at his portrayal of coasters.



*The famous Thorneycroft cowled funnel of the 921 grt **Scillonian** (II) leaves no doubt as to her birthplace at John I. Thorneycroft's Woolston yard in Southampton, in 1956. Replaced by the current **Scillonian** in 1977, she continued to sail as **Devonia**, **Devoniun**, **Syllingar**, **Remvi**, **Africa Queen**, **Princess Eliana** and **Olga J** before being abandoned in Bulgaria in 1998 and subsequently sank in 2004.*

*The 236grt buoy-laying vessel **Frans Naerebout**, built in 1956 by Smit & Zoon at Westerbroek, was named, not after the artist himself, but after the hero of Vlissingen, a poor fisherman who, with 7 others, bravely made two trips, in such stormy weather that the V.O.C. rescue boat would not launch, to rescue 86 crew from the wrecked frigate **Woestduyn** from Batavier in 1779. In 2011 she became the training ship **Mercuur** and is still in service today.*

*The powerful 3,710 grt diesel-electric Russian ice-breaker **Kapitan Belousov** was completed in 1955 by Wartsila at Helsinki. She is still operating today.*

*The 492 grt Dutch pilot boat **Deneb** built in 1949 at Arnhem. She was broken up at Inverkeithing in 1980. Happily her near sister **Rigel** survives as a training base for the Maasluis Sea Scouts.*

*The 710 grt diesel-electric paddle tug **Director** built in 1956 by Yarrow at Scotstoun for use in the British Naval dockyards. She was broken up at Gijon in 1980.*

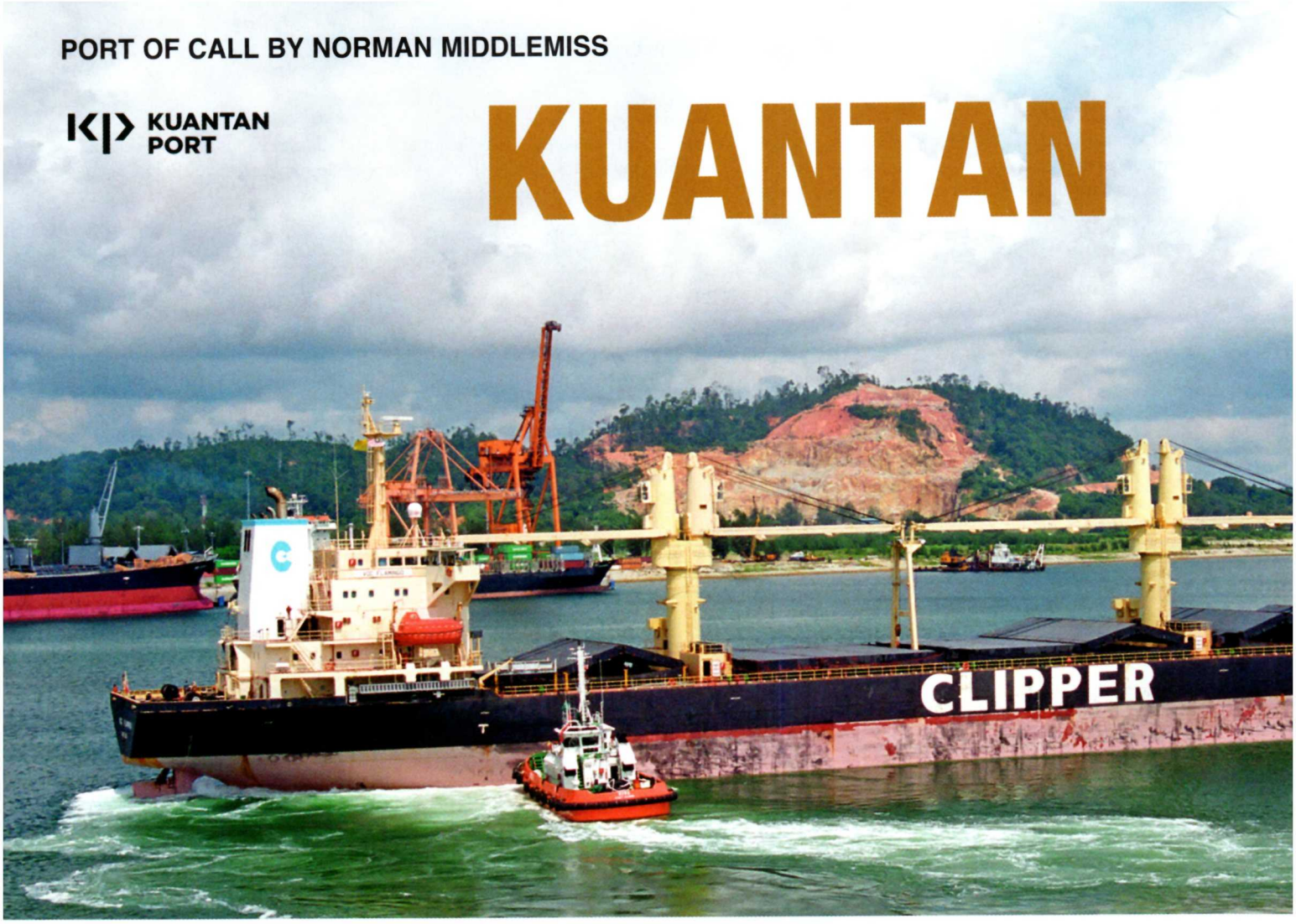
*The 431 grt steam trawler **Haarlem** of De Vem NY, Ijmuiden was built by Cochrane & Sons at Selby in 1938. She was broken up by F. Rijsdijk at Hendrik-Ido-Ambacht in 1960.*

*The 820 grt **Clyde**, once the pride of the Dutch tug fleet, and happily still preserved as the yacht **Seawolf**. She was owned by premier towage and salvage company L. Smit and built in 1957 at Kinderdijk.*

*L. Smit's impressive **Noordzee** of 1892 built by J&K Smit at Kinderdijk, their first screw tug. She was sunk by a mine off Essex in 1916.*

KUANTAN PORT

KUANTAN



Malaysia has 25 ports in Peninsular Malaysia, 17 in Sabah, and 13 in Sarawak, but only four of these are major ports and all are located in Peninsular Malaysia, and handled over 20 million tonnes of cargo using only 75% of their total handling capacity and only 47.5% of their container capacity in 2014. These four ports are Penang, Port Klang, Johore and Kuantan. I have described both Penang and Port Klang already in Ports of Call in this magazine. The Port of Johore is located at the city of Pasir Gudang in Southern Malaysia opposite the north coast of Singapore Island and was established in 1977. It has the largest Palm Oil Terminal in the world with also multi-purpose, dry bulk, breakbulk and container berths. In 2019, the Port of Johore for the first time since container operations began in 1993 had a throughput of one million TEU of containers, up 10.5% over the previous year.

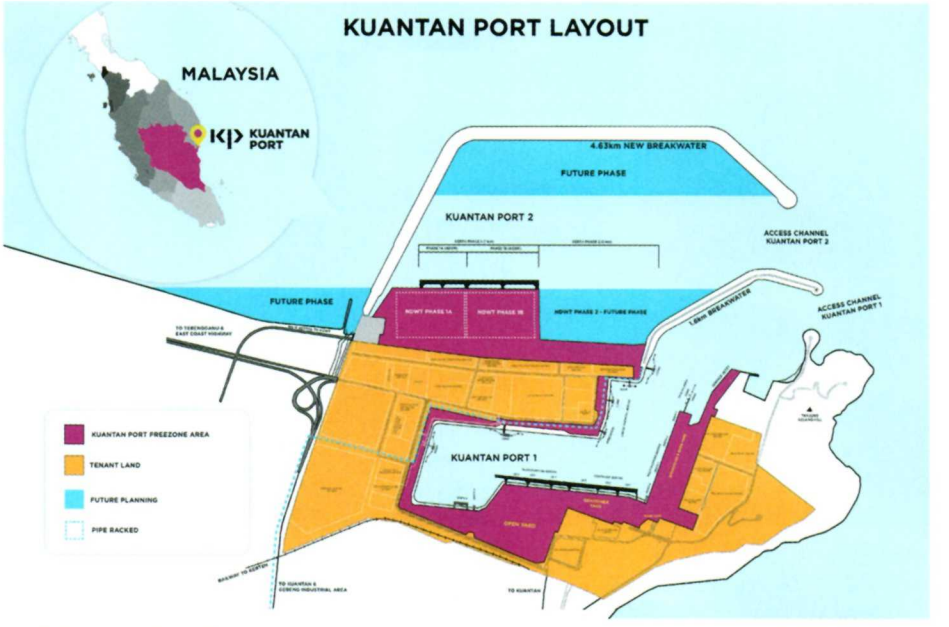
HISTORY AND CULTURE OF KUANTAN

The Port of Kuantan is a main shipping gateway from the East Coast Economic Region (ECER) of Malaysia to markets in the South East Asean, Asia Pacific and Far East areas. The port offers the shortest, quickest and most direct route between Malaysia and other ports in China, Japan and Taiwan. The city of Kuantan lies 25 kilometres to the south of the port and was officially declared a city in 2020. It is the administrative centre of the State of Pahang and is located at the mouth of the Kuantan river. It is the largest city on the East Coast of Peninsular Malaysia. The Sultan of Pahang officially relocated the administrative centre from Kuala Lipis to Kuantan on 27th August 1955.

The climate of Kuantan is officially 'Tropical Rainforest' under the Koppen climate classification. The area experiences two seasons per year, the 'Dry and Hot' season and the 'Rainy' season. This is a relative definition as the area does not have a truly dry season, but occurs when seasonal south west winds blow in from Sumatra towards the West Coast of Peninsular Malaysia but are blocked by the Titiwangsa Mountain Range. The temperature often reaches 40 degrees Celsius in the 'Dry and Hot' season. The 'Rainy' season usually occurs between October and March when north east winds bring rain and much cloud to Kuantan. The rainfall is high and flooding of areas can occur near to the Kuantan river and on the road to Sungai Lembing, a former tin mining area. Air pollution with sand and dust blowing in from Sumatra and the West Coast of Peninsular Malaysia can also occur.

The history of Kuantan follows the Chinese empires of Chih-Tu and Pheng-Kheng until it was taken over by the Siamese during the 12th century. A Chinese naval squadron under Admiral Zheng He sailed from China on 8th March 1421 and passed Kuantan on their way to their base at Malacca for exploration and discoveries in the Indian and Antarctic Oceans. Five hundred years later on 10th December 1941, a British naval squadron under Admiral Sir Tom Phillips on the battleship flagship Prince of Wales, accompanied by the battlecruiser Repulse and four destroyers, was annihilated by Japanese dive bombers and torpedo bombers and sunk with the loss of 840 British lives as the age of the battleship was rapidly drawing to a close. Four Japanese planes were shot down and many more damaged by British anti-aircraft guns at a cost of 18 Japanese lives. Force Z had the mission to intercept the Japanese invasion fleet that was about to make an amphibious landing in Northern Malaya. The task force had no air cover or support and failed to find and destroy the main invasion fleet, and on their return to Singapore both capital units were quickly sunk. The attack occurred 61 miles due east of the present day Port of Kuantan, and only three days after the surprise attack by aircraft from five Japanese aircraft carriers on Pearl Harbour at Honolulu.

During the 15th century, Kuantan was ruled by the Malacca Empire, but became an area under the control of the Sultan of Pahang in the 1850s. Fishing and agriculture were the main economic activities until the Chinese tin miners and traders arrived in the



Left: The 19,345gt VOC Flamingo of Flamingo Shipping arriving at Kuantan in April 2003. She was built in 1997 by Dalian Shipyard in China as the Clipper Flamingo. Under charter she sailed as Cielo di Calgary from 2000-2001 then VOC Flamingo from 2001-2004. In 2006 she was sold to Adirondack Shipping of the Philippines and renamed Seminole Princess and in 2015 she joined Bo-Rich Shipping of the Seychelles as Africa Glory. She is in their current fleet.

Above: The layout of the port.

Below: One of Kuantan's tugs is the 246gt Bera which was built in 2002 by Keppel Singmarine at Singapore.

Bottom: The 9,925gt Zheng Yang of Guangdong Sun Font Shipping arriving at Kuantan assisted by tugs Bera and Kuantan in November 2002. She was built in 1980 by Guangzhou Shipyard. In 2015 she was renamed Yuan for her final voyage to the breakers at Chittagong where she arrived on 18th March.

(All photos by Nigel Lawrence)

1890s to establish the town of Kuantan and nearby tin mining areas of Sungai Lembing and Gambang. Indian settlers then arrived to begin rubber plantations, with the demographic split of the population based on the Department of Statistics Malaysia now as Malay (78.5%), Chinese (17.9%), Indian (3.3%) and others (0.3%). The Pahang State Mosque (Masjid Negeri) is an imposing building with a blue dome and four tall, white minarets set in a beautiful park. A large reclining Buddha can be found in a cave called the Charah Cave in the limestone mountains on the road to Sungai Lembing around twenty miles from Kuantan. The highest peak of Gunung Tapis can be climbed from the Charah Cave. The traditional foods and crafts of batik, handicrafts, dried and salted fish, timber felling and wood carving, and fishing go back many centuries.

Batik weaving and dyeing is a Malaysian and Indonesian technique of using wax resistant dyeing of cloth that is applied to the whole cloth. Batik is made either by drawing dots or lines on the wax with a spouted tool called a canting, or by printing the wax with a copper stamp called a cap. The applied wax resists dyes and thus allows the artisan to colour selectively by soaking the cloth in one colour, removing the wax with boiling water, and repeating if multiple colours are desired. Intricate patterns can be achieved by this method on very large pieces of cloth.

Above: The 45,205dwt bulk carrier Houyu of Honan Maritime arriving at Kuantan in November 2002. She was built in 1997 by Kanasashi at Toyohashi. In 2003 she was purchased by Wavelength Shipping and chartered to Oldendorff as May Oldendorff. In 2005 she was sold to Joost Schulte Schiffahrts but her Oldendorff charter carried on until 2009 when she was renamed Joost Schulte. In 2016 she was sold to Sea Freight Denizcilik and renamed Kiana. She is in their present fleet.

Below: The 48,183dwt bulk carrier New Spirit of New Light Maritime at Kuantan on 11th April 2003. She was built in 2002 by Oshima Shipbuilding. In 2016 she was sold to Puteri Maju Sukses Pt. of Indonesia and renamed Puteri Sejati.

Bottom: The 11,559dwt chemical tanker Shina of Elmira Shipping was built in 1994 by Hayashikane at Nagasaki. She has later sailed as Liquid Challenge (2008), Liquid Velvet (2009), BSS Velvet (2013), ST Dragon (2014) and Ever Reach since 2016.

(All photos by Nigel Lawrence)

THE MARITIME SILK ROUTE

The Overland Silk Route of Marco Polo connected Venice and Eastern Europe with China, and today the Maritime Silk Route connects Chinese container ports with six Federal Port Authorities of Malaysia, namely Penang, Port Klang, Johore, Kuantan, Malacca and Bintulu and their terminal operators and logistics associations. The Port of Kuantan is located on the east coast of Malaysia around 200 miles north of Singapore on the main East Coast Railway, and a three hour drive due east from Kuala Lumpur, the capital of the country. Kuala Lumpur which has the tall twin towers of the Petronas Building as well as a collection of Victorian architecture that has been preserved, is far greater in size than the modest city of Kuantan with a population of 525,000, the city having doubled its population in the last two decades. Kuantan Airport is located 30 miles away from the Port of Kuantan.

The Port of Kuantan was created by the Government of Malaysia on 1st September 1974, with the construction of the channel into the main terminals begun in 1976. This involved a huge amount of dredging of a muddy bay, with the first two warehouses erected in 1978 and the initial construction of the port was completed in 1979, after a breakwater of 1.6 kilometres in length was completed using concrete and accropod blocks, each weighing ten tonnes with a total of 10,000 blocks dropped into position to form one of the longest breakwaters in South East Asia.

The construction of the new Port of Kuantan was undertaken by the Government of Malaysia in 1976 despite a downturn in the national economy, with coastal shipping at the time transporting petroleum (73.4%), logs and timber (5.7%), cement (10.0%), palm oil (10.0%) and rubber (0.9%). The Port of Kuantan was in partial operation in 1980 and in full operation in 1984, and two years later in 1986 it was handling 278,000 tonnes of coastal cargo out of its maximum capacity of 529,000 tonnes at that time. This capacity rose by an average growth of 5% per annum until 1995, and then ten years later in 2005 it handled 9.411 million tonnes of cargo, which had increased rapidly to 40.030 million tonnes throughput in 2015. There are two dozen cargo berths including three container berths, with the first container ship arrival in 1988, and a container total throughput of 119,100 TEU in 2005, rising to 142,100 TEU in 2010, and 154,250 TEU in 2019.

The Port of Kuantan was privatised in 1998 and today it is owned by a 62% stake by the IJM Corporation Berhad, a public listed company on the Main Bourse of Malaysia, together with a 38% stake held by the Guangxi Beibu Gulf International port group, the 38% stake being sold in September 2013 for US$102 million to the Chinese group. Guangxi Beibu Gulf International also owns

the four ports of Qinzhou, Tieshan, Beihai and Fangchenggang, all in Southern China. The Port of Kuantan is the main port of the Federal State of Pahang, and it brings together the best practices of port management in both China and Malaysia with the network of clients from both groups enhancing the capacity of the port. A new deep water terminal costing US$700 million is mostly complete at the time of writing and is described in full later, and increases maximum port capacity up to 52 million tonnes of cargo per year. The Port of Kuantan has been identified in the East Coast Economic Region (ECER) of Malaysia as the main integrated industrial and logistics hub for the State of Pahang. The Kuantan Port Authority (KPA), also known in the Malay language as Lembaga Pelabuhan Kuantan (LPKTN), is governed by a Board of Directors of five members, with two Senior Managers and a General Manager. The Deputy Minister of Finance of the Government of Malaysia visited the port on 21st May 2020 on a working visit to meet all of the port officials of the various departments, and he also inspected all of the port container berths and was presented with a painting of the area at the end of his visit.

CARGOES AND BERTHS OF THE PORT

The Port of Kuantan is a commercial port located at latitude 3°58' North, 103°26' East at the intersection of several shipping lanes in the South China Sea and is located 25 kilometres from the town of Kuantan, the capital of the State of Pahang. The Port of Kuantan is a major gateway for trade in the Asia Pacific region and the ECER (East Coast Economic Region) of Peninsular Malaysia. The Port of Kuantan is situated only a few miles from one of the biggest petrochemical and industrial areas in South East Asia at Gebeng Industrial Estate of 8,400 hectares, just to the south of the port. There is a special bypass road from Gebeng Industrial Estate to the port to avoid jams and ease traffic flow.

There are thirty major companies in production at Gebeng of large amounts of petrochemicals, which are transported by pipeline and railway to eight liquid bulk berths at the port. These are BP Chemicals, Shell Malaysia, BASF Petronas Chemicals, MTBE (Methyl Tertiary Butyl Ether), Polypropylene (Malaysia), Flexsys, Bredero Shaw, Eastman Chemicals, Polyplastics Asia Pacific, Kaneka (Malaysia), Mieco, Mission Biofuels and Biotechnologies, Momentive Speciality Chemicals, KNM, W. R. Grace Speciality Chemicals, Cryovac (Malaysia), Wasco Pipeline Coatings, AMC, FGV Green Energy, FGV Biotechnologies, PK Fertilisers, YAL Resources Holdings, Enten Oils and Fats, Petron Fuel International, CSA Chemicals, UPC Chemicals, Asta Chemicals, RP Chemicals, Toray Resins, Felda Biodiesel Global Ventures (Downstream), FPG Oleochemicals, Lynas (Malaysia) and other petrochemical companies.

MTBE (Methyl Tertiary Butyl Ether) is an advanced 'anti-knock' additive to gasoline to decrease engine wear and is blended into gasoline to increase knock resistance and reduce unwanted poisonous emissions. It is a volatile, colourless and flammable liquid that is sparingly soluble in water. MTBE is produced only at Zhejiang in China, Malaysia and by Saramco (Saudi Aramco) in Saudi Arabia and is used throughout the world as a useful gasoline additive that lowers poisonous emissions. It is legally used in most but all of the States of the United States of America, those that do not blend it with gasoline use for industrial uses only.

Petronas Chemicals and its German partner BASF have a large capacity Ethyl Hexanoic Acid plant at Gebeng with an annual capacity of 30,000 tonnes per annum. The plant is a 60/40 joint venture (60% Petronas, 40% BASF) and is the largest acid plant of its kind in South East Asia, production having started in the second quarter of 2016. BASF currently also operates a large Ethyl Hexanoic plant in Ludwigshafen in Germany, with the acid used in the production of synthetic lubricants as well as oil additives, automotive coolants, metal salts for paint dryers, plasticisers, stabilisers, catalysts and similar related products.

Felda Global Ventures (Downstream) currently operates a biodiesel plant at Gebeng with a capacity of 10,000 tonnes of biodiesel per year. Gebeng Industrial Zone also has several steel industries, palm oil mills, polymer plants, oil, gas and energy production, coal mining, metal working, concrete manufacture, concrete ducting, timber and wood processing, detergent production, oxygen and industrial gas production, and a rare earth processing facility for the International Atomic Energy Authority (IAEA). Australian rare earth ores are imported at the Port of Kuantan and transported in large cylinders by rail to Gebeng Industrial Park. The twin rivers of Sungai Tunggik and Sungai Balok run over most of the area, with Tunggik mainly affected by industrial pollution and surface water contamination.

There are more long term clients of the Port of Kuantan at Pahang Technology Park in Gambang with Pahang Halal Food, Halal Industrial Products and Gelnas Gelatine Products, and at Telok Kalong Industries at Kemaman Industrial Port in the State of Ternengganu to the north of the Port of Kuantan with Tioxide (Malaysia), Pacific Iron Products and Perwaja Steel Products. The cyber and automotive industries are also long term clients of the Port of Kuantan. The oils and liquid petrochemicals are exported from the Port of Kuantan at four liquid berths and four liquid chemical berths, and the other Gebeng Industrial Park products arrive by rail and road for export from the multipurpose berths. The import and export dry bulk cargoes are currently carried in seven hold bulkers in the range up to 85,000 dwt (Kamsarmax). The chemical tankers range in size from 7,500 dwt to 50,000 dwt. General break bulk cargo trades are carried on in multi purpose ships. The port berths (berita in Malay) are as follows:-

NEW DEEPWATER TERMINAL (NDWT)

1A Dry Bulk of length 400 metres, alongside depth of 14.5 metres

1B Dry Bulk of length 600 metres, alongside depth of 14.5 metres

2A Container berth under construction of length 500 metres, alongside depth of 18.0 metres

2B Container berth under construction of length 500 metres, alongside depth of 18.0 metres

LIQUID BULK

Palm Oil 1 Berth of length 240 metres, alongside depth of 8.0 metres

Palm Oil 2 Berth of length 150 metres, alongside depth of 11.2 metres

Palm Oil 3 Berth of length 240 metres, alongside depth of 11.2 metres

Mineral Oil Berth of length 150 metres, alongside depth of 8.0 metres

LIQUID CHEMICALS

Liquid Chemical 1 Berth of length 240 metres, alongside depth of 11.2 metres

Liquid Chemical 2 Berth of length 240 metres, alongside depth of 11.2 metres

Liquid Chemical 3 Berth of length 240 metres, alongside depth of 11.2 metres

MTBE Export Berth of length 240 metres, alongside depth of 11.2 metres

CONTAINERS

Container Berth 1 of length 200 metres, alongside depth of 11.2 metres

Container Berth 2 of length 200 metres, alongside depth of 11.2 metres

Container Berth 3 of length 200 metres, alongside depth of 11.2 metres

MULTI-PURPOSE BERTHS

Multipurpose 1 of length 725 metres, alongside depth of 11.2 metres

Multipurpose 2 of length 725 metres, alongside depth of 11.2 metres

Multipurpose 3 of length 725 metres, alongside depth of 11.2 metres

Multipurpose 4 of length 725 metres, alongside depth of 11.2 metres

CB4 of length 200 metres, alongside depth of 11.2 metres

CB5 of length 200 metres, alongside depth of 11.2 metres

CB6 of length 200 metres, alongside depth of 11.2 metres

Service Jetty of length 140 metres, alongside depth of 4.0 metres

Pier 5 of length 180 metres, alongside depth of 5.0 metres

Pier 6 of length 120 metres, alongside depth of 7.0 metres

PORT LIMITS, LAND AREAS AND NEW DEEP WATER TERMINAL

The port limits to seaward are within a rectangular area that is bounded by the foreshore and the southern bank of Sungai Kuantan shore and bank within fifty yards of the high water mark. The port limit then runs northwards along the foreshore and back to the boundary pillars, including all of the piers, jetties, landing places, wharves, quays, docks and other port works.

Whether the limit is within or without the line of the high water mark, and any positions on the shore, all are subject to the rights of private owners. The Port of Kuantan has a land area of 650 acres and is zoned according to use. An area of 315 acres has been leased to companies in the petrochemical, chemical and other companies seeking a foothold in the new and expanding port. Kuantan Flour Mill, Cargill Palm Oil Products, Union Harvest, Maxis Broadband, and Golden Century Synergy are some of the non petrochemical companies. The Royal Malaysian Navy has a base at the outward end of the main channel near to the port service jetty, and is on the port side of shipping entering the main channel. There is public access to the south side of the Royal Malaysian Navy base.

The New Deep Water Terminal (NDWT) has been built to seaward of the existing channel and berths, and is enclosed by a very long breakwater of 4.63 kilometres in length and formed by the dropping of concrete and accropod blocks, each weighing ten tonnes with a total of 20,000 blocks dropped into position to form one of the longest breakwaters in South East Asia. The NDWT has been built by a public private partnership project between the Government of Malaysia and Kuantan Port Consortium and was approved in June 2015.

The new terminal was developed in two phases, Phase 1 and Phase 2, at a total cost of around US$808 million. Dredging of the harbour area and navigation channel, 19.88 hectares of land reclamation works, construction of new berths and cargo storage yards, as well as the provision of infrastructure facilities and utilities accounted for the bulk of the cost.

The new deep water terminal is sheltered from the North East Monsoon winds by the long breakwater. The phases were :-

Phase 1A gave a basin of 16.0 metres alongside depth, a 400 metre berth for bulk carriers up to 160,000 dwt, and 20 hectares of adjacent cargo yard. This phase was in operation in early 2018.

Phase 1B gave a basin of 16.0 metres alongside depth, a 600 metre berth for bulk carriers up to 160,000 dwt, and 25 hectares of adjacent cargo yard. This phase was in operation by the end of 2018.

Phase 2A and 2B are for container ship berths and are currently at the time of writing under construction. The container ship berths are both of 500 metres in length with an alongside depth of 18.0 metres, and there are 47 hectares of container yards.

The port has four tugs of 3,200 bhp, named Pekan, Kuantan, Bera and KST 44, two pilot boats of 1,100 bhp, and two mooring boats of 130 bhp, and other tugs may be called to help out at the port. Port equipment includes two ship unloaders with a maximum capacity of 2,000 tonnes per hour, two stacker reclaimers with a maximum capacity of 2,000 tonnes per hour for the reclaimers and 4,000 tonnes per hour for the stackers, conveyor belts with a maximum capacity of 4,000 tonnes per hour, mobile cranes, front end loaders, trailers, container crates, container gantry cranes, rubber tyred cranes, forklifts, level luffing cranes, portable hoppers and other mobile dockside equipment. The length of the entire port is 4.5 kilometres on the landward side.
Transit warehouses occupy a total ground area of 29,180 square metres, another seven warehouses are of 32,500 square metres, and with the open storage yards give ample storage areas. The Class 2 and Class 3 Dangerous Goods Yard can hold 180 TEU of containers with dangerous goods during 2019 amounting to a total of 1,282 declarations.

The Intermodal Container Station and the Onward Container Freight Station occupy 9,600 square metres of land, the latter is used for the destuffing and restuffing of containers and for the temporary storage of stuffed and unstuffed containers. There is ample long term storage for 1,750 TEU of containers plus 120 reefer plugs for refrigerated storage at the Freight Station, and the work is carried out by KP Depot Services. The container berths use four large Fixed Gantry Cranes, six Rubber Tyred Gantry Cranes, three Reach Stackers of 40 tonnes capacity, and one Level Luffing Crane of 40 tonnes sling capacity and 16 tonnes grab capacity. A current maximum container throughput of 400,000 TEU per year will be increased by the new Phase 2A and 2B container berths in the Deep Water Terminal to 600,000 TEU per year. Breakbulk cargo consists of steel pipes and plates, heavy cargo, sawn timber, plywood, heavy lift project cargo, and other commodities. The services offered by the Port of Kuantan are as follows:-

CARGO SERVICES

Breakbulk, dry bulk and liquid bulk cargoes
Dangerous goods declarations
Destuffing and restuffing of containers
Repair of broken equipment when servicing dry and liquid cargoes
Common user Tank Farm operated by Chem Station and Felda Global Ventures specifically to handle grades of edible and vegetable oils

MARINE SERVICES

Port Control and Navigation services
Demurrage penalty fees for non movement of cargo off berth
Delay rectifications
Pilfering enforcement

SUPPORT SERVICES

Stevedoring
Bunkering by pipeline or tanker truck
Bunkering by STS (Ship to Ship)
Tallying of cargo
STS Cargo operations
Waste disposal
Equipment Supply
Diving
Fumigation
Lay-up of shipping
Lashing and packing of cargo

PORT FREE ZONE

The Port Free Zone was created on 30th January 2019 to include the growing amount of transhipment cargo instead of only import and export functions of the port. This transhipment cargo will continue to increase as the Port of Kuantan is strategically placed on the Maritime Silk Route that links China with other South East Asean countries and served by the new generation of giant container ships. Singapore is only one day steaming away, Hong Kong four days, Taiwan nine days, Tokyo eleven days, Middle East twenty-one days, Mediterranean ports twenty-five days, Northern Europe twenty-eight days and West Coast U.S.A. ports thirty days.

ACCESS ROADS

Port upgrades on road access have been completed in two phases, the first phase involved a new stretch of 400 metres of road, with the second phase involving the completion of another 600 metres of road, both completed by mid 2019. This increased the amount of cargo that the port receives today and will receive in the future, with the two new roads connecting to the East Coast Expressway and other highways by September 2019. A dedicated road for the transport of bauxite from Bukit Goh to the Port of Kuantan was completed in March 2016 after the clearance of much forest and excavation. This also prevented the possibility of pollution in residential areas on this new five kilometre stretch of road along which the bauxite is transported for export.

The new roads will help to make the Port of Kuantan a vibrant logistics hub in the South East Asean region, and the road upgrades have continued to receive positive feedback and interest from both domestic and foreign investors in China, Japan and Taiwan and further afield. The Port of Kuantan is near the Malaysia-China Kuantan Industrial Park, the first in the country to receive national status, and also the Kuantan Integrated Biopark.

SHIPPING OF THE PORT OF KUANTAN

INTERNATIONAL MARITIME CARRIERS (IMC)

The shipping magnate Frank Tsao (1925-2019) founded one of the largest shipowning groups in the world, the International Maritime Carriers (IMC) in 1966. He was educated at St. John's University in Shanghai, and his father and grandfather were bankers on the Bund at Shanghai, but the family lost everything in World War II and the subsequent civil war and fled Shanghai for Hong Kong in 1949 just weeks before the Red Army marched in. The first shipping company had the grand title in 1949 of the co-founded Great Southern Steamship Co. Ltd. with a single engines 'midships coastal trader. A wide range of cargoes was then found for general cargo, bulkers and tankers bought from Greek owners, with some old tankers converted into bulkers to give a fleet of ten ships in 1973 each of up to 33,700 dwt, all with 'Maritime' prefixes to their names.

Frank Tsao participated with other shipping magnates in the formation in 1968 of Malaysia International Shipping Corporation (MISC), the national line of Malaysia. Subsequently, Aurora Tankers was set up in Malaysia in 1994 to load export cargoes from the Port of Kuantan. He also founded the first shipyard in Malaysia and its first seafarers training centre, as well as developing new technology parks and exhibition centres in the country. An Asian shipping pool, Transglobal Bulkers, was formed in the early 1970s with MISC and Brostrom of Sweden, and IMC Holdings Ltd. was publicly quoted on the Hong Kong Stock Exchange in 1972. Frank Tsao invested in 1978 with a minority interest in the United Thai Shipping Corporation (UTSC), the national line of Thailand and took it over in 1987.

United Thai Shipping Corporation (UTSC) had been formed in 1976 to serve the Thai Government vision of founding a Thai national flag carrier and began Europe/S. E. Asia/U.S.A. conventional liner services. Services were expanded to South and West Africa, the Middle East and the Far East with owned general cargo ships such as Yala Navee of 19,350 dwt and built in 1976 by the Kurushima Dockyard at Onishi and purchased second hand in 1996 as Kota Jati from Pacific International Lines (PIL). The United Shipyard and Engineering Ltd. (UTSE) was established in 1990 at Laem Chabang Port, with two floating docks for repair work, one for ships up to 50,000 dwt and the other for ships up to 140,000 dwt, and has also completed small general cargo ships of up to 3,000 grt. This shipyard completed a record 2,000 repair contracts at Laem Chabang in 2015 after 25 years of operation.
United Thai Logistics Co. Ltd. (UTLC) and United Thai Warehouse Co. Ltd. (UTWC) were formed as joint ventures in 1994. Unithai Container Terminal began operations in Samut Prakan province in 1997, and offshore companies had been formed by Millennium year. The 'UniGear' service joint venture with GearBulk of Norway began a South African service in 2001, with Panamax bulk carriers owned from a year later. Joint ventures were later formed with Myanmar, Vietnam and Korean shipping companies. The Unithai logo of three seagulls in the red and blue colours of the Thai national flag represents worldwide services, both westwards and eastwards.

Frank Tsao and IMC converted a bulk carrier in 1985 into a cement storage and unloading facility at Port Klang, moored for the distribution of cement throughout the State of Kedah, and with another Far East Cement Terminal opened in Hong Kong. Lifelines Produce Co. Ltd. was set up in Thailand in 1985 for the commercial farming of fruit and vegetables for domestic and export markets. In 1991, the IMC corporate headquarters was moved to Singapore from Hong Kong, and three pioneering dry bulker pools were set up as IMC Transworld (for Panamaxes), IMC Transocean Grabpool (for Handymaxes), and IMC Transasia (for Handysizes). A freight forwarding company was set up in 1996 in Qingdao by the IMC Investment Company in China and COSCO Logistics Qingdao.

The IMC fleet in 1998 comprised forty general cargo ships, bulkers and container ships of up to Panamax size, most having 'Maritime' prefixes to their names. The Head Office was in the Suntec City Tower exhibition centre and shopping mall, with the IMC directors and managers being mostly Chinese. The holding company of IMC Holdings Ltd. was privatised by the Tsao family in 2002. A diversification into the oil and gas industry was made in 2003 to form Cuel Engineering and Fabrication Services, jointly with a Thai company that was later taken over by Chevron Oil. A joint venture was formed with Modec, a leading owner of Floating Production Storage Unloading (FPSO) vessels to build a jointly owned FPSO. A floating coal loading facility at Kalimantan in Indonesia was designed by IMC staff to service the entire bulk commodity chain using barges and floating cranes. Investments were made in Australian mines producing iron ore, coal, nickel and gold, as well as in Australian oil and gas production with Horizon Oil. A further bulker company in Singapore was set up in 2006 as Oriental Bulk Shipping, as well as jointly owned ship repair yards in China. The largest iron ore transhipper in the world, Ore Fabrica owned by Vale of Brazil, was managed from 2012. Frank Tsao died on 12th August 2019 at his home in Singapore, having been made an honorary citizen of Singapore in 2008 and taken Malaysian Chinese Nationality. He is remembered by people in Singapore for his generous donations to charity, as well as one million dollars he contributed towards the funds for the new Singapore National University for Maritime Studies. He was the last of a group of Chinese shipping tycoons of the era before World War II to have risen to world prominence from Hong Kong. The current IMC shipping operations are:-

Aurora Tankers on US Gulf to Far East and return, and Middle East Gulf to Far East and return, tankers have 'Maritime' prefixes to their names e.g. Maritime Horizon of 56,850 dwt built in 2016 and Maritime Vanessa of 44,400 dwt built in 2002.

Dry Bulk Shipping of coal, iron ore, alumina, bauxite, aggregates, steel products, cement, clinker, manganese ore etc.

Liner Services on Far East to Africa using heavy lift multi purpose vessels transporting offshore wind turbines, project cargo, steel products, bagged chemicals and rolling stocks. A joint service to South Africa from Thailand and Vietnam in a pool with GearBulk and Unithai.

Unithai Shipping and Logistics.

Indonesia Industrial Business Unit (ILBU) for transhipment operations with 39 tug and barge units, with barge capacity up to 9,500 tonnes.

IMC Shipping and Offshore Tech Services for newbuilding and conversion projects.

Parcel tanker operations in coastal tankers of 7,000 dwt between China, Korea and South East Asia with petrochemicals from the Port of Kuantan.

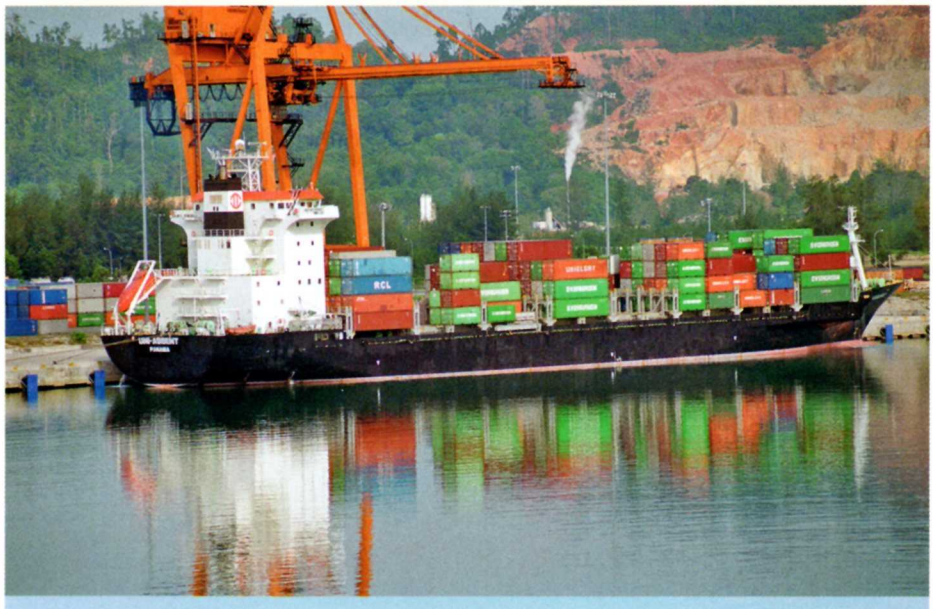
FEEDER CONTAINER SERVICES

The Port of Kuantan container services are operated by ten shipping companies with large and small feeder container ships of between 1,000 TEU and 2,500 TEU capacity sailing on many routes around South East Asia. These shipping companies are:-

Evergreen Line of Taiwan have a very large fleet of giant container ships operating on worldwide routes, and chartered eleven giant container ships of 18,000 TEU from Shoei Kaisan Kaisha of Japan that entered service on the Far East to Europe service during 2018/19. Smaller Evergreen container ships operate on the Far East Africa Express (FAX) service, and on Intra South East Asia routes. Evergreen Line began feeder services to and from Malaysia in 1979, and to and from the Port of Kuantan in 1988, and on 1st January 2000 established Evergreen (Malaysia) Sdn Bhd with two routes, including a weekly Thailand to Malaysia and Indonesia (TMI)

Above: The 8,957gt container ship Bunga Mas Enam of MISC Malaysia at Kuantan in November 2002. She was built in 1997 by Malaysia Shipyard at Pasir Gudang. In 2013 she was converted into a supply ship for the Malaysian Navy.
Below: The 14,807gt container ship Uni-Assent of Evergreen Corporation at Kuantan on 3rd April 2003. She was built in 1999 by Evergreen at Nagasaki. She is part of their present fleet.
Bottom: The 6,393gt container ship Pira Bhum of Regional Container Lines arriving at Kuantan. She was built in 1997 by Kyokuyo at Chofu. She is in their present fleet.

(All photos by Nigel Lawrence)



string using two ships, and a weekly Vietnam to Malaysia and Indonesia (VMI) string using two ships. The owned vessel Berjasa of 350 TEU capacity was used up to 2003 when the larger chartered container ship Cape Norviega of 1,510 TEU capacity taken on a twelve year charter, having been built as Justice Container in 1998 at Onomichi, and sold on to Wan Hai Lines in 2015. Ever Apex of 1,164 TEU and Uni-Concord of 1,038 TEU capacity are the current two ships used on the TMI and VMI strings.

Pacific International Lines (PIL) had a large fleet of 112 container ships of 0.35 million TEU capacity in 2018, and 130 container ships of 0.411 million TEU capacity in 2020, a rapid advance from being incorporated in Singapore in 1967. PIL has developed from a coastal South East Asia operator into the largest shipowner serving this region, and also serves the Asia to Europe route, Middle East, Oceania and Latin America and serves over 500 ports worldwide. A twice weekly services operates to and from the Port of Kuantan around the region and to Singapore with the feeder container ships Kota Tampan and Kota Tenaga of 756 TEU capacity and 10,600 dwt, and the slightly larger Kota Rancak of 945 TEU capacity and 13,260 dwt. This trio all have service speeds of 14.5 knots.

Mariana Express Lines Ltd. (MELL) was established in 1997 with regular sailings in the Asia Pacific region and currently has an extensive feeder container network in China, South East Asia, Japan, Australia and the Pacific islands, with Hong Kong and Kaohsiung as hubs. The fleet includes the feeder container ship MELL Sudong of 16,838 dwt and employed on the Australian and South Pacific islands strings.

Advance Container Lines (ACL) was established in 1995 to provide a dedicated network of feeder container services in the South East Asian ports of Malaysia, Indonesia, Thailand, Myanmar, Vietnam, Philippines and also to India and Bangladesh. ACL operates a fleet of feeder container ships in the range from 200 TEU to 1,200 TEU capacity and serving thirty ports.

SITC Line was set up in 2001 and is based in Hong Kong as SITC International Holdings Co. Ltd., and now operates a large fleet of small feeder container ships on routes between China, Malaysia, Japan, Korea, Taiwan, Hong Kong, Vietnam, Thailand, Philippines, Indonesia, Singapore and Brunei. SITC Inchon is one of these vessels in the range from 847 to 1,265 TEU capacity with an average age of 7.5 years, all of the fleet having blue hulls and blue funnels with a central white band. The fleet carried 2.483 million TEU in 2018, with container depots

owned in Qingdao, Shanghai, Ningbo, Tianjin, Dalian, Haiphong and Ho Chi Minh City for clients such as Tsingtao Beer, Damco Logistics, Singamas and Hisense.

Malaysia Trade and Transport (MTT) uses a number of feeder container ships e.g. MTT Saisunee of 1,200 TEU capacity and 160 feet overall length with a green hull on a regular service from the Chaophraya river in Thailand to the Port of Kuantan.

Regional Container Line (RCL) is based in Thailand and has forty years of shipping experience since formation in 1979 for a service from Bangkok to Singapore. A large fleet of feeder and deep sea container ships in the range from 300 TEU up to 7,000 TEU capacity operates on routes that include Malaysian ports to the Middle East and the Port of Kuantan to Indonesia. The Port of Kuantan agent is Liraship Agency Sendirian Berhad.

X-Press Feeders was formed in 1972 and is one of the largest independent common feeder carrier container lines in the world. A fleet of 110 owned and chartered container ships, with 43 owned and 67 chartered in, cover all of the major global container transhipment hubs throughout South East Asia, Africa, Caribbean, Latin America, Europe, Mediterranean and Middle East ports. The annual container throughput in 2019 was 5.6 MTEU carried on ninety worldwide services.

Bengal Tiger Line was formed in 1986 in India and moved to Singapore at the start of 2009 when it was acquired by a Singapore investment company. It has operated as a common feeder container carrier from its roots in the Bay of Bengal, but now carries cargoes in a wider area from the Far East to the Persian Gulf. The fleet are in the range from 1,000 to 5,680 TEU capacity and carried almost one million TEU during 2020.

Q-Express Line (QEL) carries containers and breakbulk cargo in South East Asia including the Port of Kuantan, and also has freight forwarding, ship agency, port services, and heavy and project cargo in its portfolio. There are several container shipping agencies and freight forwarding companies resident in the port e.g. Pacific Selatan Agency, Gateway Shipping Services, and QEL Shipping Services. Pacific Selatan Agency uses a fixed weekly service into the Port of Kuantan and East/West Malaysian ports on container ships, and provision is also made for non containerised and out of gauge (OOG) cargo, and tug and barge cargoes.

THORESEN GROUP

Thoresen & Company (Bangkok) Ltd. was established in Hong Kong in 1904 as a shipping agency for Norwegian shipping companies on the coast of China, and Asian businesses trading between China and Siam, with a branch office established in Bangkok in 1937. The agency work grew and their first owned ship, Hai Lee of 15,865 dwt, with their classic funnel colours of long, vertical blue, white and red stripes on a black funnel, was purchased in 1985 from Norwegian Asia Line, for liner services to Far East ports such as Yokohama and for the import of sugar cargoes from Port Louis in Mauritius. Semi container liner services operated from Thailand to Japan, South Korea, East Malaysia and Kuantan, United Arab Emirates (UAE), Saudi Arabia, India and Pakistan between 1990 and 2010. The owned fleet in 1998 was two dozen strong included the multi-purpose sisters Thor Sailor, Thor Sea, Thor Skipper, Thor Sky, Thor Spirit, Thor Star and Thor Sun of 16,250 dwt, and expanded from 25 to 33 vessels in 2003, and 40 vessels in 2005, but was trimmed back to fifteen vessels in 2011. In 2011, Thoresen Shipping transported in excess of eight million tonnes of cargo with around 670 port calls.

Currently, the Thoresen fleet stands at two dozen owned bulkers of up to 65,000 dwt, including four open hatch bulkers with box shaped holds of up to 54,880 dwt, and forty bulkers on time charter. This bulker fleet regularly arriving in the Port of Kuantan continues the shipping business originally founded by a member of the Norwegian Thoresen family. Thor Mercury of 55,682 dwt arrived in the Port of Kuantan in January 2021, having been purchased from Italian owners as Medi Chennai in January 2014. As a general rule, the cargoes carried are very large amounts of fertilisers, agricultural products, and forestry products with full logging capability, paper, pulp, scrap metals, chemicals, ore concentrates, sugar and general cargoes. The fleet operates on long term Contracts of Affreightment, time charters and voyage charters at 'spot' freight rates. Project cargo including wind turbine blades, towers, and nacelles, steel pipes, plates, coils and ingots are also transported.

The Thoresen Group is one of the largest groups within the Thai shipping sector, the central company is Thoresen Thai Agencies PLC (TTA), a holding company both for shipping and maritime services. The group has expanded its horizons into the Atlantic and world bulk trades with the opening of a commercial chartering branch office in Copenhagen in 2013, followed by Cape Town in 2014, Dubai in 2015, and London in 2016. Shipping services now operated are ship agencies, stevedoring, ship broking, ship maintenance and repairs, marine communications technology, marine insurance, offshore services with a 51% stake in three offshore supply vessels operating in the Gulf of Thailand acquired in the early part of the new millennium.

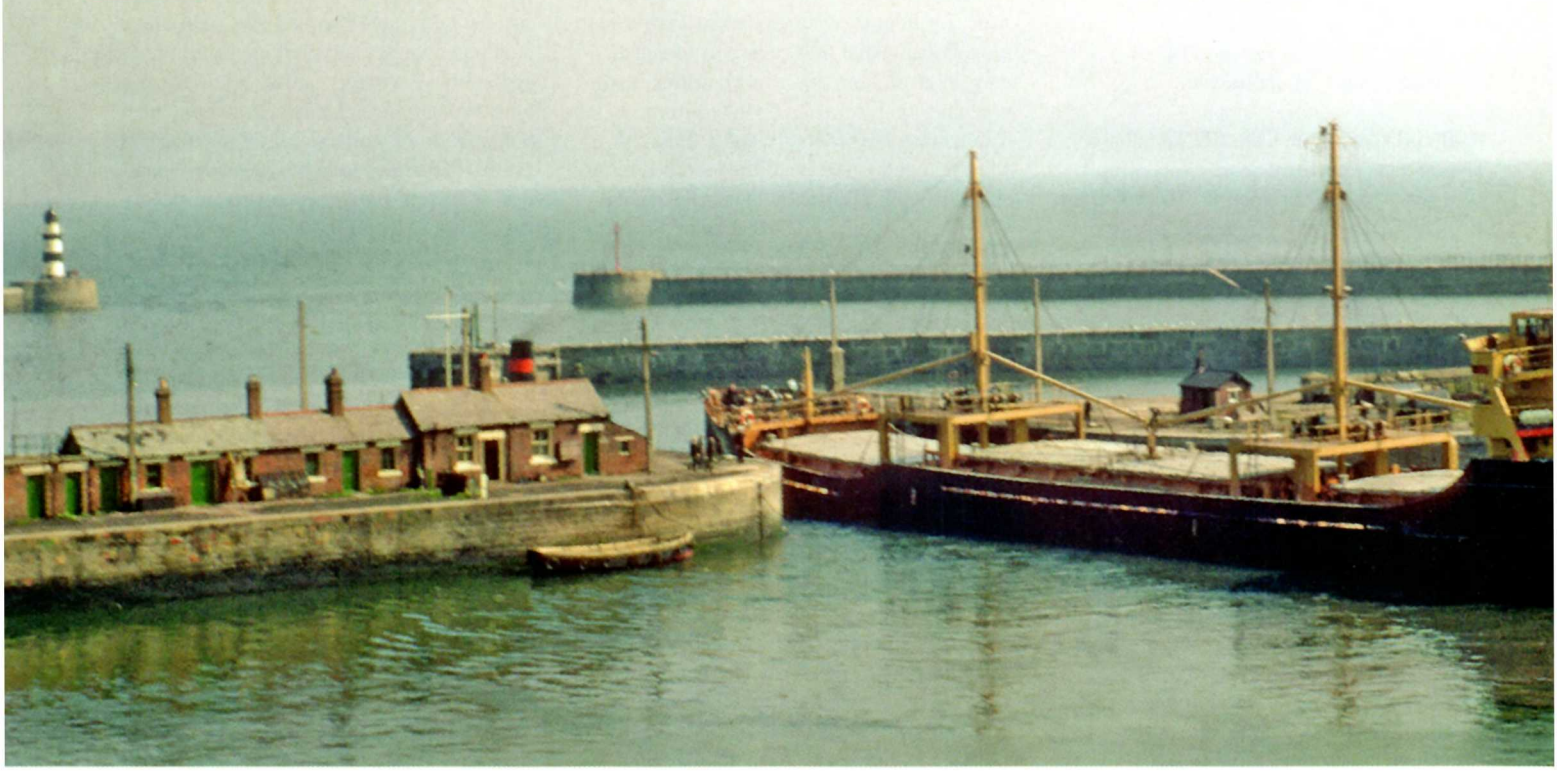
POSTSCRIPT

During a period of only four decades, the Port of Kuantan has grown rapidly from a zero start up position into a major port handling over 40 million tonnes of cargo per year. The construction of the inner harbour and a new deep water harbour on the seaward side of the inner harbour has been on a grand scale at enormous expense. The dredging, land reclamation, and civil engineering workers that have worked hard to create the port with two entrance channels to the two harbours are to be greatly praised for their efforts. This large area port deserves its position as the only fully accredited and identified port and logistics hub on the East Coast Economic Region area of Malaysia, and is a very great credit to the Government and the port managers and departmental staff. The first cruise ship arrived in the port in 1986, this was Cruise Muhibbah, the former DFDS Prinz Oberon built in 1970, which was sold in 1984 and renamed Nordic Sun, and sold again in 1986 to Perbadanan National Shipping Lines (PNSL), Malaysia and renamed as Cruise Muhibbah. After service on the Irish Sea for B + I Line as Munster, she arrived in the Tyne in August 1997 as Ambassador II to be converted into a casino ship, but suffered a severe fire that delayed her completion until September 1998 for short Florida casino cruises. She was broken up in the USA in 2011.

The signing of land leases at the end of 2017 for the construction of an oil refinery for New Ocean Energy (Malaysia) Sdn Bhd with an annual production of 3.5 million tonnes was another milestone in the expansion of the port. A tank farm will serve as a storage depot for entreport trade purposes, and a blending plant for the various grades of oil produced will also be built. This 60 acre refinery will use the existing and new deep water harbour berths, as well as having extra storage tanks for the import and export of crude oil and oil products. The construction will be in two phases and last 3.5 years after the go-ahead for the building of the refinery was given in August 2020 at a cost of US$1.2 Billion. This new refinery will naturally help to promote the nearby petrochemical and oil industries of the Gebeng Industrial Park. A good comparison of this new port with its abundance of nearby petrochemical industries is with the Port of Teesside. However, the Port of Kuantan has developed very rapidly in only forty years, whereas the Port of Teesside has matured in the longer timeframe of 160 years. The port is being continually improved e.g. the construction at the end of 2019 of a 12 kilometre tubular enclosed conveyor belt system from the new deep water terminal to the Alliance Steel Sendirian Berhad (ASSB) plant located at the Malaysia China Kuantan Industrial Park (MCKIP) with a transfer rate of 4,000 tonnes per hour of iron ore and free from air pollution.

SALVESENS of LEITH

Whaling, Deep Sea and Coastal Cargo Ships



This is a Scottish and Norwegian story as the ancestral home of the Salvesen family was at Mandal to the west of Kristiansand in Southern Norway. The port of Mandal is a small, deep harbour with a depth varying from 10 to 40 metres in a cove on the west side at the southern entrance to Tjeldsund and Indreleia on the coastal route. Thomas Salvesen (1787-1853) ran a timber business and a ship agency, and had a large family of six sons and three daughters. The sons could not all expect to work in their father's moderately sized business, and were encouraged to gain experience in the Baltic States, and at Grangemouth and Leith in Scotland.

Johan Theodor Salvesen (1820-1865) was the third son of the family, and worked in Prussian ports and in Glasgow before setting up an agency in Grangemouth in 1843. Three years later he opened an office in Leith with partner George Turnbull as Salvesen & Turnbull, and sent to Mandal for his younger brother Christian Salvesen (1827-1911) to help out in the Leith office in 1851. J.T. Salvesen withdrew from the Leith partnership in 1853, which then became Turnbull, Salvesen & Company, and then concentrated in building up a separate fleet of coasters operating out of the Grangemouth office, which continued until the inter-war years with one coaster, and with three managed coasters during World War II.

Carl Emil Salvesen was the eldest son of Thomas Salvesen and ran the Mandal business after the death of his father, and he had married Jane Turnbull, sister of George Turnbull in the Leith office. Christian Salvesen lived and operated from 20, Charlotte Street in Leith, later Queen Charlotte Street and he initially operated as a shipping and forwarding agent, shipbroker and timber merchant, and left the partnership to set up Christian Salvesen & Company in 1872, based in Leith. He founded the mining company, Orkedals Mining, in 1868 with Wilhelm August Thams (1812-1884) and purchased several mines around Lokken in Norway, whose ores eventually provided cargoes for his ships. He began buying coastal steamers in the 1880s and began a regular line to Stavanger from 1886, with nine small coasters owned at the turn of the century. Valund, Tronda and Otra, each of around 700 grt, were the first ships on the Leith to coastal Norwegian trades, three ships came in 1928 from the Glen Line of John Cook & Son and had been engaged in the same trade, and the last five were the coastal motor sister ships Fidra, Otra, Soutra, Logna and Tolsta completed between 1956 and 1960 of 1,333 grt and 1,555 dwt, with Laksa and Tolsta the last to be sold off from Norwegian coastal trading in 1971.

Christian Salvesen was married to Amalie Georgine Salome Andorsen (1828-1901), the daughter of a prominent Norwegian shipowner, and their children included Edward Theodore Salvesen (Lord Salvesen) and Theodore Salvesen, and their grandchildren included Harold Keith Salvesen (1897-1970). The latter was the second son of Theodore Salvesen and Annie Burnet, and he devoted his career to the Salvesen whaling ventures, being present on South Georgia during most of every whaling season. In 1883, Christian Salvesen had delegated management of the shipping business to his eldest sons Thomas and Frederick, who became partners in the business. All are buried in the Salvesen grave in Rosebank Cemetery in Edinburgh, with the plaque at the foot of the grave having the dedication 'Blessed are the Pure in Heart'.

Significant interests in whaling were established at a whaling station at Olna in the Shetlands by 1904, and then in the Antarctic from 1907 at New Island on the Falklands. They established and operated a base at Leith Harbour on the island of South Georgia to the south east of the Falkland Islands. During 1908, Christian Salvesen also invested in the construction of the first electric railway from Lokken to Thamshavn in Norway in support of their mining operations. Christian Salvesen died in 1911, and he had owned a large

Left: The 1,600grt Rattray Head of subsidiary Henry & McGregor leaving Seaham in September 1968. She was built in 1965 by Clelands Shipbuilding at Wallsend. In 1973 she moved to Stephenson Clarke as Angmering, then on 29th January 1975 she was wrecked on Black Rock Shoal, Galway Bay while on a voyage from Gdansk to Galway with a cargo of coal. *(Nigel Lawrence)*

Above: The 2,925grt Glitra was built in 1910 by Richardson Duck at Thornaby as the Sterndale for Dale SS Co. In 1917 she joined Haenton SS Co. and was renamed Greldale before moving to Salvesen in 1918. On 5th February 1937 she arrived at Troon to be broken up by West of Scotland Shipbreaking Co. *(John B. Hill collection)*

Below: The 2,027grt Fintra was built in 1918 by Edward Finch & Co. at Chepstow as the Tutshill for their own fleet. In 1919 she was sold to "A.Maritima" SA de Responsabilidade Ltda. of Lisbon and renamed Carcavellos before joining Salvesen in 1927. On 23rd February 1943 she was torpedoed and sunk by U-371 off Algeria while on a voyage from Philippeville to Algiers, with a loss of 5 lives. *(John B. Hill collection)*

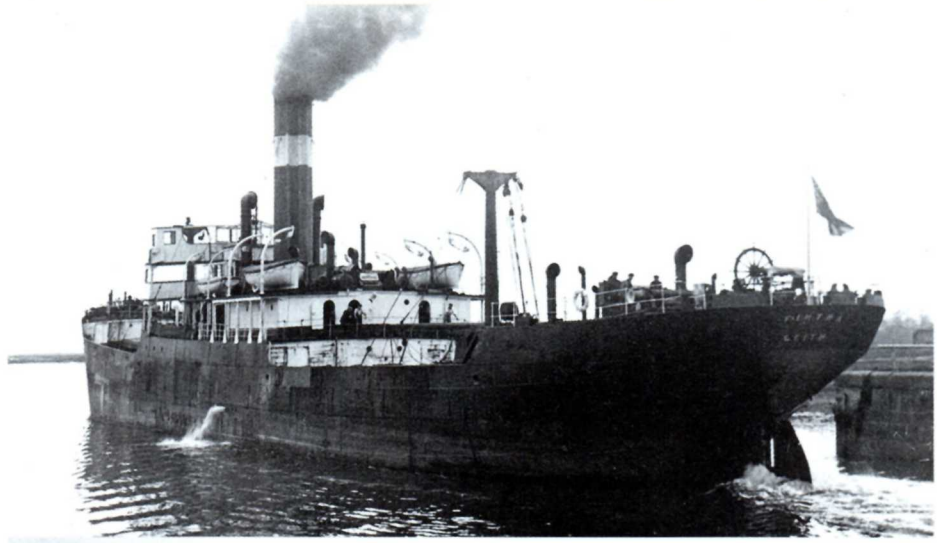
Bottom: The 4,969grt Polar Maid was built in 1916 by Nordseewerke at Emden as the Emil Georg Von Stauss for Deutsch-Amerikanische Petroleum Ges. In 1922 she was sold to SA Steaua Romana of Constanta and renamed Steaua Romana. After being taken over by the British Government in 1940 she was transferred to Salvesen in 1947. On 6th May 1957 she arrived at Rosyth to be broken up by Shipbreaking Industries. *(John B. Hill collection)*

detached villa set in extensive gardens at Goldenacre in Edinburgh on Ferry Road opposite Inverleith Row, and was buried in Rosebank Cemetery on Pilrig Street in Leith. His offices were on the south side of Bernard Street in Leith in a building that doubled as the Norwegian Consulate for Edinburgh.

WHALING

To modern sensibilities, the killing of a whale is a foul and unlawful act, but before 1900 whale oil was essential for lighting, lubrication, the manufacture of soap, margarine, nitroglycerine and other explosives, and other 'essential' human products. A large blue whale yields 100 tonnes of blubber, 8 tons of blood, 4 tons of tongue, and one ton of undigested krill from its stomach. All of the whale carcasses were efficiently sliced up by the flensers, and every part of the whale was cooked and processed to make whale oil, dried bonemeal and meat extract, and other oils and fats. The Salvesens shore station at Leith Harbour on South Georgia was one of seven whale processing stations on the island, with Salvesens alone processing 8,000 whales per year in 1925 to give a company profit in excess of £300,000 per annum, with a 100% return on investors capital within a year.

Fortunately, all of the whale products have been replaced by vegetable oils today,

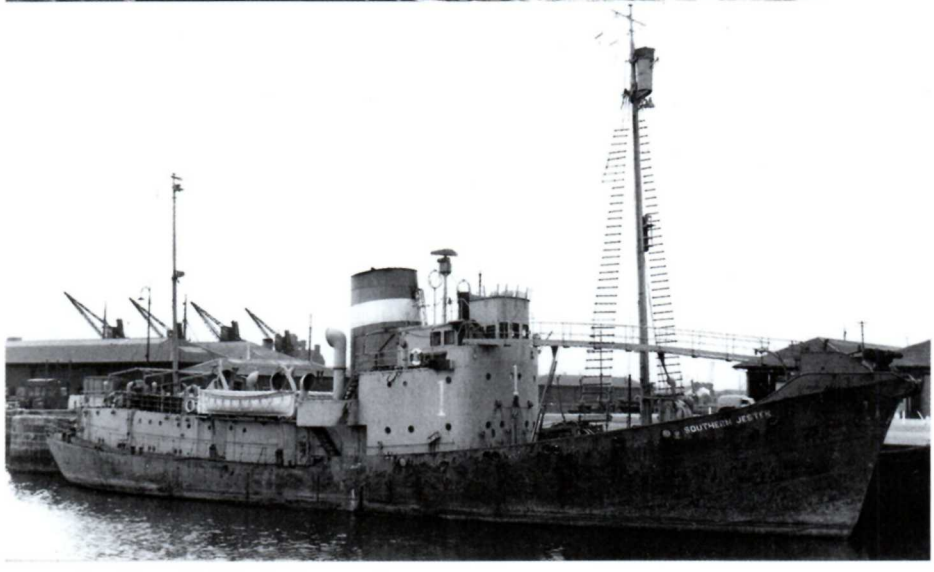


Above: The 7,331grt Culross was built in 1946 by Shipbuilding Corporation Ltd. at Low Walker as the Empire Antigua. She joined Salvesen later that year. In 1960 she was sold to Cia Naviera y Comercio Apolo Ltda. of Piraeus and renamed Akastos and in 1967 she moved to Blue X Transocean of Cyprus as Marina. On 4th August 1968 she arrived at Hamburg to be broken up by Eisenu Metall KG.

Below: The 8,966grt Southern Garden was built in 1920 by Howaldtswerke at Kiel as the Gedania for Baltisch-Amerikanische Petroleum Import GmbH. In 1941 she was taken over by the British Government and renamed Empire Garden and in 1947 she moved to Salvesen. On 25th July 1960 she arrived at Inverkeithing to be broken up by T.W. Ward.

Bottom: The 591grt whalecatcher Southern Jester was built in 1950 by A. & J. Inglis at Pointhouse as the Kvint for Falkland Shipowners Ltd. In 1951 she became Kjapp of Hvalfangerselskap "Antartctic" A/S before joining Salvesen in 1952. In 1966 she was converted into a cargo ship and became Kvint again for A/S Kvint and in 1978 she joined P/R Kvintess as Kvintess. In 1983 she moved to Simon Mokster of Norway as Strilhval. In 2010 she was converted into a standby safety vessel by Northern Survey SP/F and renamed Karoline and in June 2020 they renamed her Northern Karoline. She is still in service.

(All photos from the John B. Hill collection)



and whaling has been banned by international law by the International Whaling Commission for almost sixty years since 1963. However, this does not stop Japan, Norway and Iceland continuing the indiscriminate killing of whales under the false claim of 'scientific research', a cover for the continuing unlawful butchery of blue whales and other whales. These leviathans of the deep are the greatest creatures known to mankind, and their population of 250,000 was reduced to only 2,000 to 3,000 by 1963. Their numbers have failed to recover and they remain on the endangered list. One will not spot the spout of a blue whale today in the Southern Antarctic Ocean, as the whales there were deliberately and effectively wiped out of the precious and balanced ecosystem. The rank and putrid of the flensing decks and processing compartments of the Salvesen pelagic whale factories Southern Venturer and Southern Harvester as they passed through the Tyne piers between 1947 and 1963 for their annual refit at Middle Docks in South Shields forced onlookers to quickly move upwind of the stench. This pair of twin funnelled near sisters had been built in October 1945 and October 1946 by the Furness yard on Teesside of around 14,000 to 15,000 grt. The City of London had poured huge quantities of cash in the great whale killing bonanza from 1904 onwards, chiefly by Norwegian and British harpooners, and had quickly removed whales from the Arctic Ocean, forcing them to move to Antarctic shore stations and pelagic whaling (ocean killing and processing of whales from whale factory ships).

A formidable fleet of 132 whale killing catcher vessels using deadly explosive harpoons invented by Sven Foyn in Norway, to explode and destroy the vital internal functions of the whales, were used by Salvesens from 1908 to 1963. One catcher, Southern Actor, is surprisingly preserved today at Sandefjord, the Salvesen whaling base in Southern Norway to where the whale factory ships would return for lay up after every Antarctic killing season. Southern Actor was completed by Smith's Dock Co. Ltd. in 1950, and moved to Spanish whale hunters after 1963 until Spain sensibly stopped whale hunting during 1985/86. She was about to be broken up at Bilbao in 1989 but was rescued by the Sandefjord whale project, and was preserved and has been open to the public there since 1996, and is still steamed today.

A big variety and types of converted second hand liners, tankers and tramp ships were converted into whale factories by Salvesens, including Neko of 3,576 grt in 1911, Horatio of 3,239 grt in 1911, Sevilla of 7,022 grt in 1922, Saragossa of 6,359 grt in 1925, Salvestria of 11,938 grt in 1929, Sourabaya of 10,107 grt in 1929, New Sevilla of 13,801 grt in 1932, Southern Princess of 12,156 grt in 1940, and Southern Empress of 12,398 grt

in 1941. The last two factories named were the fleet of the Southern Whaling & Sealing Co. Ltd. purchased in 1941 from the Unilever Group, who had decided not to re-enter whaling after the end of the war with its two whale factories and fifteen catchers.
The Southern Whaling & Sealing Co. Ltd. had been set up by the trawler owning firm of Richard Irvin & Sons Ltd. at North Shields in 1911. Richard Irvin was the founder and he had four sons, of which John controlled the extensive North Shields and Aberdeen trawler fleet, while George went south to South Africa, where he founded the African Fishing & Trading Company in 1903. Six years later, he went into partnership with Charles Ocean Johnson, a Swede who had settled there some years before. Together, they established the firm of Irvin & Johnson, which became the largest trawler owner in South Africa. Johnson also had another interest of his own in the Southern Sealing Company, which operated in the waters around the Prince Edward Islands.

At home in North Shields, John Irvin was long eager to enter the whaling business, and had been granted a lease by the Colonial Office in 1911, which permitted him to establish a shore base in South Georgia at Prince Olav Harbour. The newly formed Southern Whaling Company of John Irvin was then merged with the Southern Sealing Company of George Irvin. The new company operated out of Prince Olav Harbour during the Antarctic summer and for the rest of the year off the South African coast. Satisfactory average profits were made, and the company capital was largely used in 1916 to buy the factory and supply ship Restitution of 3,290 grt and built back in 1885, but she foundered on her way south to the Antarctic. A very good offer was then received from Lever Brothers, who kept several Irvin & Johnson whale catchers, and then purchased two large tankers from Eagle Oil in the 1920s for conversion to factory ships. This was the pair of factory ships taken over by Salvesens in 1941.

One should not presume that the Salvesen fleet was the only such pelagic whaling fleet, many other smaller Norwegian and British whaling companies operated between one and three pelagic whale factories during the whale killing bonanza of forty years from 1923 to 1963, hauling whale carcasses up specially cut ramps in the sterns of converted factory ships to allow carcasses to be efficiently cut up in only twenty minutes by the flensers. The flow of whale oil from the deceased whales was so great that a considerable fleet of tankers continually carried whale oil back to Europe during the six month southern killing season. The neighbouring whale station of Stromness was later incorporated into that of Salvesen at Leith, and a floating dock was purchased for the annual refit of up to sixty whale catchers.

DEEP SEA TRAMPING

Marna of 1,022 grt was the first Salvesen steamer in the Mediterranean trades when she was completed in 1879 by Austin & Hunter at Sunderland. Three ships were purchased from Sir James Knott and his Prince Line of North Shields in 1895 and renamed Folda, Logna and Glitra and traded to Spanish, Italian and North African ports. Salvesens had a fleet of nine tramp ships operating in the Baltic, Mediterranean and Black Seas, with regular calls at Malta and Alexandria by the early 1900s. The company lost ten ships to U-boats and marine causes during World War I, these were:-

Glitra - Captured and scuttled by U17 14 miles WSW of Skudesnes, Norway on 29th October 1914 while on a voyage from Grangemouth to Stavanger with coal
Ailsa - Captured and scuttled by U17 off Bell Rock, Scotland on 18th June 1915 while on a voyage from Trondheim to Leith with wood
Horatio - Sank in Leith Harbour, South Georgia on 11th March 1916
Wavelet - Wrecked off Norway on 27th August 1916
Katherine - Captured by the raider Moewe on 23rd February 1917 200 miles north east of St. Pauls Rocks while on a voyage from Rosario to the U.K. with wheat.
Marna - Torpedoed and sunk in the North Sea by UC44 on 12th March 1917 while on a voyage from Leith to Norway
Coronada - Torpedoed and sunk off Tory Island, Ireland by U81 on 13th March 1917 while on a voyage from the Clyde to South Georgia, 9 lost
Cadmus - Torpedoed and sunk in the North Sea 20 miles from Flamborough Head on 18th October 1917 while on a voyage from Dunkirk to Blyth with empty shell cases
Ardandearg - Torpedoed and sunk to north east of Malta on 14th March 1918 by UC53 while carrying Government stores, 2 lost including the Master
John O. Scott - Torpedoed and sunk off Trevose Head, Cornwall on 18th September 1918 by UB117 while on a voyage from Barry to Dover with coal, 18 lost

In 1920, the three partners of Christian Salvesen & Company operating out of 29 Bernard Street in Leith were Frederick G. Salvesen, Thomas E. Salvesen and J. Theodore Salvesen, and they were running a fleet of six deep sea tramp ships, a regular cargo line of coasters from Leith to Stavanger, Bergen, Aalesund, Christiansund and Drontheim, and a passenger and cargo service from Leith to Gothenburg. The six deep sea tramps were Albuera of 3,460 grt, Katanga of 3,316 grt, Overdale of 3,495 grt, Pentaur of 3,061 grt, Ravenstone of 3,050 grt and Sellasia of 3,474 grt. The trades included the coal out and homeward trade from the Plate with grain, the 'Eternal Triangle' trade of coal and beer out to the Mediterranean ports of Malta, Alexandria, and the Levant, then ballast to the Black Sea to load grain homewards for Northern European ports, as well as the Baltic timber trades.

The Depression years of 1930 to 1935 caused a big slump in the demand for whale oil, whale meat, margarine and other whale products, with several rival whaling companies taken over, as well as a big loss of confidence in the Norwegian coastal, North Sea and Baltic Sea coal and timber trades. The deep sea tramping fleet had increased to seven tramps, and the total Salvesen fleet was very large and was mainly composed of five whale factories, four support ships and sixty catchers, with each factory ship needing a flotilla of ten to twelve catchers to keep them supplied with whale carcasses.

The deep sea tramps were Fintra of 3,200 dwt, Albuera of 6,200 dwt, Brandon of 9,711 dwt, Seringa of 7,950 dwt, and formerly Falls City of William Reardon Smith & Sons Ltd. of Cardiff, and three new sister tramps of 9,250 dwt completed by the Henderson yard on the Clyde as Saganaga and by the Caledon yard at Dundee as Shekatika and Sirikishna. Unfortunately, all of this trio of new deep sea tramps were to have very short careers, falling victims to the wolf packs of U-boats.

During World War II, the whale factories were used as vitally needed tankers, and the whale catchers were pressed into naval service as convoy escorts to help the overstrained corvettes, frigates and destroyers. Six whale catchers were lost in Royal Navy service and three while serving with the Russian Navy, and many other catchers were worn out at the end of the war and sent for immediate breaking up. The Salvesen fleet lost fifteen ships during World War II, these were:-

Glen Farg - Stopped, torpedoed and sunk by U23 when 50 miles north east of Duncansby Head on 4th October 1939 when on a voyage from Trondheim to Methil with pulp, carbide paper, ferrochrome and general, 1 crew lost
Brandon - Torpedoed and sunk by U48 150 miles west of Land's End on 8th December 1939 while on a voyage from Cardiff to Port Everglades in ballast, 9 crew lost
Giralda - Bombed and sunk off Orkney on 30th January 1940 while on a voyage from Ayr to Kirkwall with coal, 23 crew lost
Albuera - Torpedoed and sunk by E boat in English Channel on 24th June 1940 while on a voyage from Chatham (NB) to the Tyne with 4,800 tonnes of pitprops, 7 crew lost
Salvestria - Mined and sunk on 27th July 1940 off 2.8 miles off the Inchkeith Lighthouse, Scotland while on a voyage from Aruba to Grangemouth with 9,200 tonnes of oil, 10 crew lost
New Sevilla - Torpedoed off Malin Head and sank off the Mull of Kintyre on 20th September 1940 while on a voyage from

Above: The 1,231grt Tana was built in 1953 by Clelands Successors at Willington Quay. In 1963 she joined Hargreaves Coal as Harfry and in 1969 she moved to Brigdale Shipping as Ethel B. In 1972 she was sold to Gulf Shipping of Panama and renamed Alexandra K and the following year she was renamed Evanthia K. On 8th March 1976 she was involved in a collision with the 15,348grt Israeli bulk carrier Har Sinai off Sitia, Crete. She was beached but was a total loss. *(John B. Hill collection)*

Below: The 1,341grt Logna was built in 1958 by Bergens MV at Bergen for Christian Salvesen. In March 1970 she was sold to the Island Cement Company of the Bahamas and renamed Island Cement. In 1980 it was intended that she would be scrapped but instead she was sunk as an artificial reef off Grand Bahama on 16th October 1982. She is seen here in Manchester in August 1967. *(Nigel Lawrence)*

Bottom: The 8,877grt Salvada was built in 1961 by Oskarshamns Varv, Sweden. In 1971 she was sold to Yick Fung Shipping of Mogadishu and renamed Weddell Sea. In 1975 she joined China Ocean Shipping as Zun Hua and in 1985 she became Ye Xing of Shanghai Hai Xing Shipping. She was deleted from the register in 2005. *(John B. Hill collection)*

Liverpool to Aruba and South Georgia with whaling stores, 2 lost

Shekatika - Torpedoed and sunk off Rockall on 18th October 1940 while on a voyage from Gaspe (St. Lawrence) to Hartlepool with pit-props and steel, all crew saved

Strombus - Tanker mined in the Bristol Channel on 30th October 1940 while outward bound for the Antarctic, beached and broke in two four days later

Sirikishna - Torpedoed and sunk in the North Atlantic by U96 in position 55 North, 21 West on 24th February 1941

Peder Bogen - Torpedoed and sunk in the North Atlantic on 23rd March 1942 while on a voyage from Trinidad to Halifax (NS) with 14,000 tonnes of fuel oil, crew all saved

Saganaga - Torpedoed and sunk at Wabana in Newfoundland on 5th September 1942 while at anchor loaded with iron ore before starting her voyage across the Atlantic, 27 crew and three gunners lost

Southern Empress - Torpedoed and sunk in the North Atlantic on 13th October 1942 while on a voyage from New Orleans and New York for the Clyde with fuel oil, 24 crew, four gunners and 20 passengers lost

Sourabaya - Torpedoed and sunk in the North Atlantic on 27th October 1942 while on a voyage from New York to Liverpool with 7,800 tonnes of fuel oil and 200 tonnes of war stores, 26 crew, four gunners and 47 passengers lost

Fintra - Torpedoed and sunk off North Africa on 23rd February 1943 while on a voyage from Philippevile to Algiers with ammunition, 5 gunners lost

Southern Princess - Torpedoed and sunk in the North Atlantic on 17th March 1943 while on a voyage from New York to the Clyde with 10,053 tons of fuel oil, and 463 tonnes of deck cargo of locomotives, invasion barges etc, 2 crew and 2 passengers lost, cargo burned furiously

A large number of ships were managed by the company for the Ministry of War Transport (MOWT), many of which were scuttled in June 1944 to form the Mulberry Harbour B, which was essential to the success of Operation Overlord on D-Day and the recovery of Europe from the grasp of the German Axis forces. The fleet was rebuilt with three war built standard ships of 10,000 dwt, renamed Culrain, Culross and Culter, together with an engines 'midships standard type of 4,200 dwt renamed as Struan. The latter ship lasted the longest in the Salvesen fleet until late 1959 as she was used on the Canadian and Norwegian coasts as well as carrying stores to the Antarctic whaling fleet. The first of a class of six five hold motor tramps was obtained from the Oskarshamns yard at a bargain price in January 1959 as her original owner Olaf Pedersen Rederi A/S of Oslo had defaulted on the staged payments. She was renamed Saldanha of 9,000 dwt as an open shelterdecker and of 13,200 dwt as a

closed shelterdecker, with an overall length of 487.0 feet, moulded beam of 62.0 feet, and moulded depth of 27.0 feet. The remaining five of this class were named Saldura, Salmela, Salvada, Salvina, and Salambria, but whereas the first two examples were given two bipod masts and a goalpost masts, the later examples had centreline masts as well as the goalpost mast and 18 derricks for cargo handling.

The 'S' class sextet were used on charter to the main cargo-liner companies of that period from 1959 to 1973, but also in the mid 1960s by the Salvesen's own liner service from Canadian and American ports to Northern Europe, known as Chimo Lines. However, as bulk cargoes were later obtained via contracts of affreightment, a move into the ownership of bulk carriers was essential. Inverleith of 25,325 dwt and completed in July 1961, was obtained from Court Line as Cressington Court in June 1966. Verdala of 28,333 dwt was completed by Uraga Heavy Industries Ltd. in Japan for the Glasgow tramping firm of Harrisons (Clyde) Ltd. but ownership and management was transferred to Salvesens in 1973 for one year before her sale to Bibby as Shropshire.

Two larger bulk carriers were operated by Salvesens between 1972 and 1982 in Inveralmond of 41,870 dwt and Invershin of 30,165 dwt. Two coastal cargo ship sisters were also managed for Harrisons (Clyde) Ltd. between 1969 and 1983 named Voreda and Virgilia of 2,600 dwt before they moved to Gracechurch Shipping Ltd. on charter.

COASTAL COAL TRADES

Salvesens entered the North East of England coal trades in 1963 by the purchase of their fellow Leith shipowners A. F. Henry & McGregor, who had themselves entered the same trade in 1947. During a forty year period from 1907, when they had become shipowners, A. F. Henry & McGregor had owned a total of 23 small coasters with names of headlands ending in 'Head'. They were used in the roadstone and coal trades from the Firth of Forth to London returning to Scottish ports with cement. The largest of these Leith coasters was Tolsta Head of 673 grt and built in 1911 and owned between 1934 and 1946 and originally Seaford of Stephenson Clarke Shipping. Five of this Leith fleet of coasters had become war losses during World War I.

Due to the rundown of Scottish coal shipments from the Port of Methil in 1947, an entry was made into the North East England coal trades by the purchase that year of the larger engines 'midships Maud Llewellyn of 1,434 grt and completed in 1921 and renamed Dunvegan Head. Two further war built standard colliers were purchased in 1949 and renamed Kinnaird Head and Rattray Head. The fleet in 1950 consisted of five steam coasters used in their traditional Scottish trades, and three steam colliers running from the Tyne to London with coal. Dunnet Head of 515 grt and built in 1921 was the first of these steam coasters to go for breaking up at the end of 1950, followed by St. Abbs Head of 616 grt and built in 1914, which crossed to Rosyth from Leith at the end of 1953. Holburn Head of 489 grt and built in 1925 and Cantick Head of 488 grt and built in 1921 were sold to S. W. Coe of Liverpool in 1954/55 to become their Bannrose and Bannspur. The Norwegian steam collier Ingwi of 1,937 grt was purchased in 1955 to replace the old Dunvegan Head and was renamed Denwick Head.

Four new motor colliers joined the Leith fleet between 1952 and 1958 as Marwick Head, Dunnet Head, St. Abbs Head and Cantick Head. Thus, the fleet in 1960 was the steam coaster Barra Head of 671 grt and built in 1930 as Portavon at Goole, and seven steam and motor colliers. St. Abbs Head of 1956 and of 647 grt was small enough to take part in the traditional stone shipments from Inverkeithing. She took over this trade completely when Barra Head was sold for breaking up in August 1961 at Grangemouth. She usually returned from the Thames with cement for North East Scottish ports. The remainder of the fleet ran from the Tyne, Blyth, Wear and Hartlepool to London, usually returning in ballast.

In August 1963, Salvesens purchased this small coastal fleet of five motor colliers from its Leith owners, including the new Kinnaird Head of 1,985 grt completed seven months earlier that year at the Greenock yard of George Brown & Company (Marine) Ltd. Previously, Salvesens had operated six coasters of 1,560 dwt from around 1955 in shipping coal and coke from Hartlepool and the Tees to a new steelworks at Mo-i-Rana in Norway. In November 1965, Rattray Head was the first new motor collier to be ordered, the order going to the Wallsend yard of Clelands, famous for their side launches. Rattray Head also traded more widely, often returning from the Baltic with timber, and even operated in the Canadian Great Lakes on time charters.

In the mid 1960s, the demand for larger colliers of 7,000 dwt for the East coast coal shipments to the nationalised gas and electricity industries was met in 1968/69 by the delivery of two new Dutch built collier sisters of 6,910 dwt, Dunvegan Head and Duncansby Head. This coal trade continued to hold up to its former levels in the early 1970s, and two smaller Dutch built colliers, Tod Head and Troup Head of 2,800 dwt, joined the fleet in 1971 to increase the fleet to six colliers. The latter pair ran weekly from Dunston Staithes on the Tyne to the Thames, but were also used in the Irish Sea trades and the bulk trades from North African ports such as Sfax. They wore the red, white and blue funnel colours of Salvesens, instead of the black with two thin white bands of Henry & McGregor, and similar to that of the Sharp Steamship Co. Ltd. of Newcastle but with less spacing between the white bands. In 1975, the two large colliers of 7,000 dwt, Duncansby Head and Dunvegan Head, were purchased by the Central Electricity Generating Board (CEGB) to become Beacon Point and Fort Point with management retained by Salvesen. Beacon Point is a headland in County Durham and Fort Point is a headland at a former artillery fort situated at the end of a peninsula at Sheerness.

The company also took over management of two similar sized colliers in Castle Point, near Canvey Island in Essex, and Dolphin Point, with several possible sites for watching dolphins on the East Coast including Chanonry Point in the Moray Firth. This management of electricity colliers was extended even further in 1983 when Salvesens became managers of all of the CEGB fleet, taking over from Stephenson Clarke Shipping after fifty years of continuous management.

By 1983, the Salvesen managed collier fleet consisted of three new Japanese built colliers of 7,160 dwt in Sumburgh Head, Barra Head and Rora Head, having sold the smaller Tod Head and Troup Head in 1981. Sumburgh Head was sold in 1987 after ten years in the North East Coast coal trades, and her two sisters were sold for further trading with Jebsens of Norway in the North European coal trades including coal from Poland to Rotterdam.

The last of the CEGB electricity fleet was managed until 1989 when Salvesens withdrew from shipowning, and included a trio of 'super' colliers of 20,000 dwt in Sir Charles Parsons, Lord Hinton and Lord Citrine. They then came under Jebsen management alongside Hordnes, Hernes and Husnes, the new names of the Japanese built trio of 7,160 dwt formerly owned by Salvesen. The bright funnel colours of red, white and blue of Salvesen had been seen in the North East coal trades for over thirty years from 1955 to 1989.

The Masters and Mates of Henry & McGregor and Salvesen colliers were well advised to keep well clear of the headland names of their ships during severe onshore or lee shore storms, and not cut corners to shorten the voyages. These headlands were:-
Barra Head is name of the cliffs on the southern side of the island of Barra Head (Berneray) ten miles south of the island of Barra in the Outer Hebrides. Landing by air at Barra is just about the most exciting airport in the world with the beach 'runaways' completed covered by the sea twice a day. The 'runways' are the firm sands of Traigh Mhor or Cockle Strand, and I knew this beach well when landing to work on the guided missile base on the west of the island many years ago.

Above: The 1,985grt Kinnaird Head was built in 1963 by George Brown & Co. at Greenock. In 1972 she was sold to Onesimus Dorey of Guernsey and renamed Perelle. In 1977 she joined Navale Cala di Volpe SpA of Sicily as Francesca Seconda. On 26th November 1985 she arrived at Porto Nogaro to be broken up by Accaierie di Porto Nogaro. She is seen here at Portishead in December 1967. *(Nigel Lawrence)*
Below: The 4,691grt Rora Head was built in 1980 by Miho at Shimizu. In 1993 she was sold to Geralia Two Shipping of Cyprus and renamed Hernes and in 2004 she became Wilson Trent of Wilson Shipowning. In June 2020 she was sold to Millwall Shipping of Nevis and renamed Maya S. *(John B. Hill collection)*

Cantick Head has a lighthouse on the South Orkney island of South Wallis
Dennis Head is a ruined lighthouse on North Ronaldsay in Orkney
Denwick Head is between Mull Head and Northquoy Point on Deer Sound in Orkney
Duncansby Head is near John O' Groats
Dunnet Head is to the west of John O' Groats
Dunvegan Head is on Skye and has an Old Beacon lighthouse built in 1789 by Robert Stevenson and his stepfather Thomas Smith
Holburn Head is at Scrabster
Kinnaird Head is a headland within the town of Fraserburgh
Marwick Head is on the north west coast of Mainland in Orkney with the monument to the loss of HMS Hampshire and Lord Kitchener
Noss Head is to the south of Duncansby Head
Rattray Head is a headland in Aberdeenshire midway between Fraserburgh and Peterhead
Rora Head is near to the Old Man of Hoy on the island of Hoy in Orkney
St. Abbs Head is to the north of Eyemouth in Berwickshire
Sumburgh Head is at the southern end of Shetland
Tod Head is 6 miles to south of Stonehaven in Aberdeenshire
Tolsta Head is on the east side of Lewis, 20 miles north of Stornoway
Troup Head lies 7 miles east of Banff

DIVERSIFICATION

Salvesens diversified into many other interests, one being fishing allied to whaling, with much money spent on the development of the first factory freezer trawlers in the world between 1947 to 1970, which was only a partial success as many members of the public did not like the taste of defrosted frozen fish. The idea was copied on a very large scale most successfully by Russian and Eastern bloc countries, whose fish factories were often seen in Mallaig harbour. Later, interests were taken in fishing fleets worldwide, and even to partially finance trawlers by taking shares in new fishing boats of individual Scottish fishermen.

Oil drilling and oil rig safety and rescue boats include the conversion of eighteen former trawlers to their new role working from Aberdeen, including three of the former trawling fleet of the Ranger Fishing Co. Ltd., whose base was in the Albert Edward Dock at North Shields.

Salvesens first acquired a half interest and then complete control of Safetyships, which in addition to their main use, could also be used for oil rig maintenance, inspection, surveying as well as pollution control. In 1980, Salvesen Offshore Services began to manage a remarkably mobile anti-pollution vessel named Fasgadair of 500 grt, and equipped with a bow ramp for oil pollution operations on beaches.

Two drillships were also owned and operated by Salvesen Offshore Drilling, the first being a war built engines aft C1-M-AV1 type purchased in 1971 and converted in 1972 into the drillship Dalmahoy in Tampa (Florida).

The ore carrier Philippe L. D. had completed a 15 year charter to BISCO, and was sold in May 1974 to Salvesens for conversion by the Middle Docks yard at South Shields into a drillship, and commissioned in April 1976 as the drillship Dalkeith. The conversion lasted 18 months and included the lengthening and widening of her hull, the installation of a tall red and white painted drilling tower 'midships, but also much other equipment e.g. helideck, gas flare and many piperacks to work in water depths up to one thousand feet. Dalmahoy was sold in 1979 and Dalkeith in 1980 after working on oilfields worldwide including offshore Western Australia, offshore Libya and in the Persian Gulf. Dalkeith was renamed Dan Baron in 1980, Viking Explorer in 1987, but suffered a bad gas explosion and fire on 7th September 1988 in position 00°46' South, 117°46' East whilst drilling in offshore oilfields of the Strait of Makassar in Indonesia, the vessel being lost.

POSTSCRIPT

Salvesens gave up shipowning and ship management in 1989 after just over one hundred years in the marine sector. Logistics and a big fleet of lorries carrying food, drinks and consumables for clients such as Marks & Spencer and Safeway was the new reason of existence for the company after the company purchased Swift Transport Services in 1993. Salvesens was floated on the London Stock Exchange in 1989 with its Grimsby Cold Storage and Nationwide Distribution Divisions as their main business activity. The company became a diversified industrial group, with wide ranging interests e.g. brick manufacture, house building, food cold storage and distribution, theatre, TV and media light and sound equipment hire, and Aggreko generator hire to mention a few.

Later, in October 2004, Salvesens was in talks with logistics company TDG for a merger worth £350 million. Similar merger talks with Hays in 1996 and with Swedish investor Custos in 2000 were rejected. However, on 2nd October 2007, the Salvesen board of directors recommended acceptance of a cash offer of £254.4 million from Norbert Dentressangle of France, and the takeover was completed on 14th December 2007.

The famous Salvesen name disappeared forever and was replaced by the Dentressangle name, with huge English Channel logistics movements to and from the European Union.

Don't Miss An Issue!

SUBSCRIBE

Each issue brings you up-to-date news, topical features and in-depth historical articles, illustrated with photos, many of which are exclusive to the magazine.

Get the PRINTED edition delivered direct to your door.

OR

Go to our website: www.tandymedia.com
Or phone: +44 (0)20 3745 3367
Or return the form below (or a copy) to:
Shipping T&Y, Tandy Media, PO Box 302, Bexhill-on-Sea, TN40 9HN, UK

Read the DIGITAL edition on your device.

The digital edition can be read on all devices and provides access to digital copies available during the duration of your subscription (started April 2020 issue). The annual cost for access to our digital version is £32 wherever you are in the world.

TO TAKE OUT A DIGITAL SUBSCRIPTION GO TO: https://www.tandymedia.com

You Can Also Follow Us On Social Media

@ShippingMag **@ShippingMag** **@magshipping**

PRINT SUBSCRIPTION FORM

NOT For Use With Digital Subscriptions

Start my print subscription to Shipping T&Y with the next available issue, or ..... issue.

Please note we can backdate a subscription to start 3 months prior to the current issue (subject to stock).

SUBSCRIPTION RATES

PRINT	UK		Europe		Rest of World	
6 issues	£26.00	☐	£35.00	☐	£37.50	☐
12 issues	£51.50	☐	£70.00	☐	£75.00	☐

PAYMENT METHODS

☐ **Cheque/Postal Order** made payable to **Tandy Media Ltd** *(in £ Sterling please)*

☐ **Credit/Debit Card** American Express/Mastercard/Visa

Card No: _____

Expiry Date: _____ Security No*: _____

**Last 3 digits on the back of your card or 4 digits on front for AmEX*

Name as on Card: _____

SEND THE MAGAZINES TO

Name: _____

Address: _____

_____

_____

Postcode: _____

Country: _____

Tel: _____

***Email:** _____

Please provide the billing address if this is different from above.

PRIVACY: Please note we won't share your data for marketing with anyone else and will only contact you in regards to administering your account. If you agree for us to contact you in regards to our own products and services please tick all the methods of contact you are happy for us to use: ☐ Email ☐ Post ☐ Phone ☐ SMS

READERS' CORNER

July's unknown ship brought only a few replies most of whom identified her as the Menastone.

Alan Blackwood writes: This month's 'unknown' is the 2,906 gross ton single deck Menastone. Launched on 8th January 1943 as Empire Harmony, one of a class of 38 vessels designed by Wm Gray & Co. Ltd., referred as the War Standard Scandinavian Type general purpose 4,700 dwt steam tramp and to be built to the order of the MoWT. by six UK shipyards between 1941 and 1946. The vessel was the 17th example of the 24 units allocated for construction by Wm. Gray & Co. at their West Hartlepool yard and was completed during March 1943, when registered at West Hartlepool to the ownership of the British Government and passed to the management of Stone & Rolfe Ltd.

With overall dimensions of 327'11" x 46'6" x 25' 02" (moulded depth) and a maximum summer draft of 20'10.25", her propulsion machinery consisted of a 3 cylinder 269 nhp triple expansion steam engine fed by steam at 200psi by two single ended boilers – the whole constructed by Wm. Gray's Central Marine Engine Works at Hartlepool to achieve a speed of 9 knots.

Empire Harmony's war service commenced on 2nd April 1943 when loaded with coal at Methil, she sailed in convoy to Loch Ewe, thence to the Clyde departing on 5th April in convoy to Gibraltar. Thereafter she remained in the Mediterranean war theatre until April 1944 undertaking supply operations to a range of allied campaigns in such waters calling at many ports including Bone, Malta, Tripoli, Benghazi, Alexandria and Port Said during the period, usually sailing in convoy, but on a number of occasions independently. She returned to the UK during May 1944 to take up coastal operations mainly in the supply of coal and other homogeneous cargoes primarily from East Coast ports.

Released from these tasks during 1947, the vessel was sold to the Aviation and Shipping Co. Ltd. when renamed Avisbrook and whilst retaining her PoR of West Hartlepool, placed in the management of Purvis Shipping Co. of London. 1950 saw her onwards sale to Thomas Stone (Shipping) Ltd., when renamed Menastone, registered at Llanelly, to be managed by Stone & Rolfe Ltd. of Swansea. Her boiler furnaces were converted for oil firing during January 1951.

During 1961 she was sold to Panama owners Ypapanti S.A., registered at Panama as Capetan Panaos and placed in the management of K & M Shipbrokers (J. Katsoulakos) of London. A transfer of registered ownership occurred during 1966 without name or PoR change to Astrocierto Campagnia Naviera. S.A., Panama, to be managed by N. J. Nomikos of Piraeus. On 7th May 1969 she ran aground at Kilyos, the northermost suburb of Istanbul, on the shores of the Black Sea. Refloated during 22nd May, she was beached near Buyukdere, a district of Istanbul on the European shoreline of the Bosphorus. She was further refloated on 9th August 1969 when her timber cargo was finally discharged. On 2nd November of the year, the vessel arrived off Piraeus for demolition at Eleusis by Helleniki Halyrourgiki.

John Jordan writes: This vessel is known as the Scandinavian type coastal vessel, mostly built for the Shipping Controller during WWII. This one was built by William Gray of West Hartlepool in March 1943.

She was a general cargo ship, and propelled by a triple expansion steam engine. Her dimensions were 327.9 ft x 46.7 ft x20.9 ft and 2,906 grt. She carried the name, under MOWT, SS Empire Harmony. In 1947 she was sold to Aviation and Shipping Company of West Hartlepool and was named Avisbrook. In 1950 she came under the ownership of Stone & Rolfe and was renamed Menastone as shown in your fine photograph. In 1961 she was sold to Ypapanti S.A, Panama as the Capetan Panaos. In 1966 she was taken over by another Panamanian Company Astrocierto Cia. Naviera. In November 1969 she was broken up after arrival in Piraeus, Greece.

Mike Goadby writes: This month's unknown ship is the 2,906grt, 4,700dwt Menastone, built in 1943 as Empire Harmony for the M.O.W.T. With dimensions of 327x46x20 and powered by a 3cyl triple expansion engine built by Central Engineering Works, Hartlepool, which gave her a speed of 9.5 knots. 35 of this class (Scandinavian Type) were built in British yards, 25 of which came from William Gray, 41 more were built in Canadian yards and given "Park" names. In 1947she was sold to (Purvis & Co., London) and renamed Avisbrook. In 1950 she was sold to (Stone & Rolfe Ltd., Swansea) and renamed Menastone. In 1961 she was sold to Ypapanti A.S., Panama and renamed Capetan Panos. In 1961 she was sold to N.J. Nomicos, Greece). In 1969 she ran aground at Kilyos, near the Black Sea entrance to Bosphorus on a voyage from Galatz to Alexandria with timber. She was vessel refloated, cargo unloaded and arrived at Piraeus on 2.11.69 in tow. She was broken up at Eleusis.

Andreas Schweimer writes: The ship is the Menastone ex-Avisbrook, built in 1943 by Wm. Gray at W. Hartlepool as a single decked 'Baltic' typetimber and bulk carrier. She was rebuilt to oil firing in 1951. Her tonnages were 2,874grt, 1,685 net and 4,670 dwt. In 1955 her owners became Western carriers Ltd. A Welsh dragon appeared on her funnel, fitting for a Llanelly based company.

www.worldshipclub.com

Go to sea within the comforts of your own home -

Visit our website for details or write to our address for your free infopack

SHIPS OF THE PAST AND PRESENT

With FotoFlite and Skyfotos libraries combined, the World Ship Club offers one of the world's largest and most comprehensive source of aerial ship photographs to the ship enthusiast

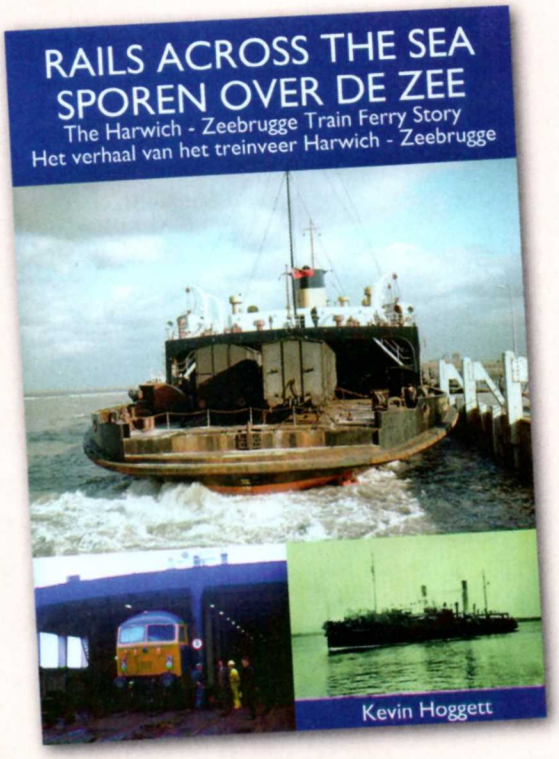
Skyfotos World Ship Club
10 Stafford Close
Ashford
Kent
TN23 4TT England
Tel: 44(0)1233 635556 Fax: 44(0)1233 635557
www.worldshipclub.com

BOOK PRIZE

THIS MONTH'S UNKNOWN SHIP

CAN ANY READER IDENTIFY THIS VESSEL?

Win a book by Kevin Hoggett


RAILS ACROSS THE SEA
SPOREN OVER DE ZEE
The Harwich - Zeebrugge Train Ferry Story
Het verhaal van het treinveer Harwich - Zeebrugge
Kevin Hoggett

Readers have the chance to win a copy of the book, ***"Rails Across the Sea"*** by the maritime author, Kevin Hoggett.

This book has been kindly donated by:-

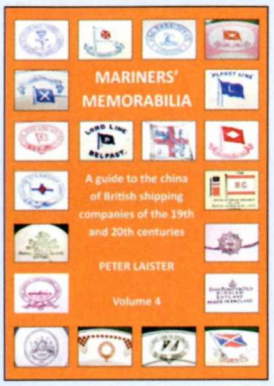
Ian McCall,
Mainline and Maritime,
3 Broadleaze, Upper Seagry,
Chippenham,
Wiltshire,
SN15 5EY

www.mainlineandmaritime.co.uk

All you have to do is identify the mystery ship above. When the closing date arrives, a winner will be selected at random from all the correct answers received.
The identity of the ships in these photographs is known to the editor so there can be no dispute.

Please send your answers to: The Editor, Shipping Today & Yesterday, PO Box 1055, Alderney, Channel Islands GY9 3BL
or by e-mail: **editor@shippingtandy.com**
When replying by e-mail please ensure that your full postal address is included.
Closing date for entries is **10th September.** The details of the winning entry will be published in the November edition.
The winner of the July competition was **Mike Goadby of Christchurch, Dorset**
You can combine your answers with unknown ship answers or any other subject that you would like to raise with the editor.

BOOK REVIEWS


MARINERS' MEMORABILIA
A guide to the china of British shipping companies of the 19th and 20th centuries
PETER LAISTER
Volume 4

MARINERS' MEMORABILIA
A Guide to the China of British Shipping Companies of the 19th and 20th centuries
Volume 4

by Peter Laister

This is the latest in this series by Peter Laister illustrating further examples of china and crockery used on board British merchant ships.

It gives brief historical details of the companies themselves, and the trades in which they were involved. Information about identifying patterns of china and details of the manufacturers are included. It also covers the difficulty of identification of china that is only marked with a monogram, initials or a house flag.

A total of 59 companies are dealt with individually, and in total some 254 companies are mentioned in the comprehensive index. These companies traded to all parts of the world.

This is an interesting book detailing some of the great liners of all time in an unusual manner by selecting items of memorabilia from these ships to explain their style and their history.

I would highly recommend iit to our readers.

Published by: Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ
www.coastalshipping.co.uk
info@coastalshipping.co.uk
ISBN: 978-1-902953-99-1
Paperback: A4, 112pp illustrated
Price: £12.00

QUEEN ELIZABETH 2
Ship of Legend

by William H. Miller

The 1960s were the end of the trans-Atlantic liner era. Grand, graceful but aging luxury ships such as the Queen Mary and Queen Elizabeth were surpassed and outmoded by a new age of jet airliners.

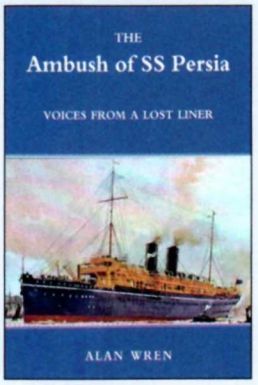
By 1963, airlines had secured over 95 per cent of all trans-Atlantic travel. However, and looking to the future, the historic Cunard Line believed that there was room for one last Atlantic super ship. Thus, came the ship that became the most successful superliner of all time: the resplendent Queen Elizabeth 2.

Fondly known as the QE2, she was launched and named by the Queen in 1967, entered service two years later and went on to sail for 39 years. Queen Elizabeth 2, now a museum and hotel in Dubai, is a lasting and fitting tribute to Cunard, British shipping and to all ocean liners.

Queen Elizabeth 2: Ship of Legend has been authored on the fiftieth anniversary of the ship's maiden crossing.

This is a really nice book commemorating this great ship, aided by some excellent and interesting photographs and I would very highly recommend it to our readers.

Published by: Fonthill Media, Stroud House, Russell Street, Stroud GL5 3AN
www.fonthillmedia.com
ISBN: 978-1-78155-829-4
Paperback: 275mm x 215mm, 110pp illustrated
Price: £22.00



THE AMBUSH OF SS PERSIA
Voices from a lost Liner

by Alan Wren

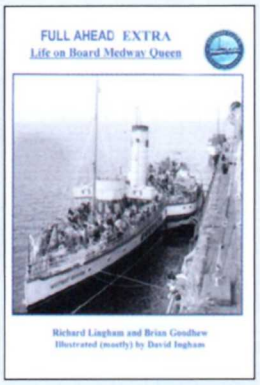
Persia was sunk off Crete, while the passengers were having lunch, on 30th December 1915, by German World War I U-boat ace Max Valentiner (commanding U-38). Persia sank in five to ten minutes, killing 343 of the 519 aboard. One reason for the large number of casualties was that only four of the lifeboats were successfully launched because of the list to port.

The sinking was highly controversial, as it was argued that it broke naval international law that stated that merchant ships carrying a neutral flag could be stopped and searched for contraband but not sunk unless the passengers and crew were put in a place of safety.

The U-boat fired a torpedo and made no provision for any survivors, under Germany's policy of unrestricted submarine warfare but against the Imperial German Navy's own restriction on attacking passenger liners

This is very comprehensive book about the events leading up to the sinking and details about the 'Arabic Pledge'. I would very highly recommend it to our readers.

Published by: York Publishing Services, 64 Hallfield Rd., Layerthorpe, York YO31 7ZQ
www.ypdbooks.com
ISBN: 978-1-8380408-0-2
Paperback: 243mm x 155mm, 214 pp illustrated
Price: £12.95



FULL AHEAD EXTRA
Life on Board Medway Queen

by Richard Lingham and Brian Goodhew

The Medway Queen Preservation Society has been in existence since 1985 and is a registered charity.

This publication presents two accounts of life on board. By coincidence, both Brian Goodhew and Richard Lingham sailed on the ship as passengers when they were small and then had jobs onboard at a later date.

The booklet is a way of preserving the stories that are contained within, making them permanently available.

The idea started when Richard Lingham offered his recollections to the society.

His stories are paired with Brian Goodhew's accounts of his association with the ship a few years earlier and give similar insights into the working of the ship from both passeneger and crew perspectives.

The booklet contains many stunning photographs which have not been previously published. These were taken throughout the ship's post-war service by the late David Ingham.

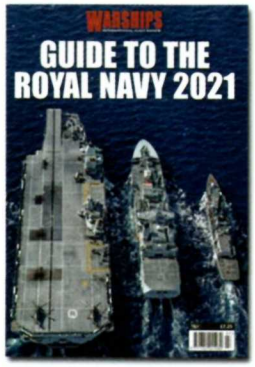
This is a a delightful booklet and is worth buying for the stories and the superb photographs. I would highly recommend it.

Published by: Medway Queen Preservation Society, Gillingham Pier, Pier Approach Road, Gillingham ME7 1RX
www.medwayqueen.co.uk
Paperback: A5, 28 pp illustrated
Price: £3.00

WARSHIPS
INTERNATIONAL FLEET REVIEW

GUIDE TO THE ROYAL NAVY 2021

The Essential Guide to the UK's Naval Forces



On Sale from 16th July 2021

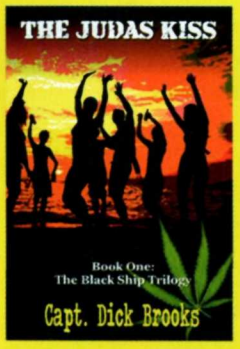
Will be available at all good Newsagents
(In the UK from this date and selected stores overseas some time after this date.)

Retail Price: £7.25

Presenting its customary mix of ship type and unit profiles, along with high impact imagery, features, commentaries plus analysis, the forthcoming new edition of the 'WARSHIPS IFR Guide to the Royal Navy' provides a vivid portrait of the British fleet in a time of great change.
In addition to assessing the state and shape of the Royal Navy in 2021 - following the Integrated Review that put maritime forces at the forefront of national defence and foreign policy - the forthcoming Guide considers recent operations and other activities by the Fleet.
With a dash of naval heritage, along with a tour of where the Service currently operates, the Guide aims to also show the shape of things to come.
There will not only be a consideration of future developments in key areas but also objective assessments of how the RN is rising to the challenges of a turbulent world shaped by rising competition between the great powers and the coronavirus pandemic.

Also available for Pre-Order from our website: http://bit.ly/grn2021

Publishers: TANDY MEDIA LTD, PO Box 302, Bexhill, TN40 9HN, UK
Phone: 020 3745 3367 or Overseas +44 20 3745 3367



Please do read my new book
The Judas Kiss by Cpt. Dick Brooks,
published by Amazon on Kindle
(BOOKJ3664C)

The four months I worked in the Leeward Islands in the Caribbean for the Greenboat Gang.

Tel: 01473 421 742 or email:
dick.brooks@hotmail.co.uk

Shipping TODAY AND YESTERDAY

Follow Us On Social Media

@ShippingMag

@ShippingMag

@magshipping

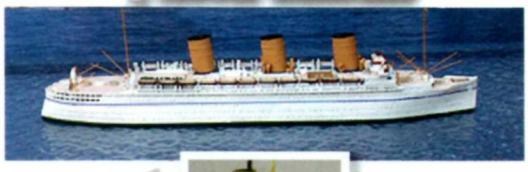
anticsonline.uk

MASSIVE RANGE OF SHIP MODELS

01453 377030
info@anticsonline.uk

Stroud Gloucester
Bristol Plymouth
Cardiff Stonehouse

1/1250th waterline



1000's of models - Navis Neptun, CM Miniaturen, Albatros, Rhenania, Risawolesca, etc!

Our waterline model ship centre is open at Unit 1, Springfield Business Centre, Brunel Way, Stonehouse, Glos. GL10 3SX

antics
model shops and online stores

Making quality models from quality kits!

A 2019 release from Trumpeter, this 1/350 kit produces a great model of one of the RN three funnelled heavy cruisers, HMS Cornwall, that showed the flag across the world in the thirties. Later in the year we expect a fantastic 1/200 scale Titanic. HMS Cornwall was lost off Ceylon (Sri Lanka) in April 1942.

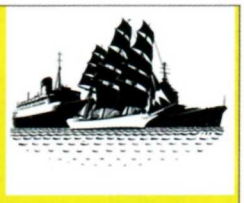
Rhenania 1/1250 Maersk

Rhenania make a wide variety of commercial vessels from small tugs and supply ships to container ships and tankers. We also have /1250 light houses, docks and rigs from time to time!

Kits! All scales!

Lots of plastic, wood and resin kits of US and International naval subjects together with finishing materials and tools.

WORLD SHIP SOCIETY



Founded in 1947, the World Ship Society has some 2,000 members worldwide who are interested in ships, past and present. Its monthly journal *Marine News* is a byword for accurate information.

DELIVERED AS A PDF BY E-MAIL EVERY MONTH: SHIPPING NEWS AT THE SPEED OF LIGHT

MARINE NEWS - provides the most comprehensive and convenient listings of merchant ship activity for enthusiasts – some 10,000 entries a year covering launches, name and ownership changes, details of casualties and demolitions, all available as a 64-page digital magazine delivered to members' computers around the first of each month and backed by an annual Index. In addition, there is topical warship coverage, feature articles, photographs and Society news.

MARINE NEWS SUPPLEMENT & WARSHIPS - The monthly digital supplement to *Marine News* contains supplementary photographs Fleet Lists and long feature articles covering modern and historical subjects. The quarterly naval publication *Warships* has been incorporated into the *Supplement* series and will be published every February, May, August and November.

PUBLICATIONS – Fifty excellent WSS fleet lists and specialist history books are available to members at greatly discounted prices with up to three new titles each year. Recent titles include *The TID Tugs of World War 2*, *Grand Fleet Destroyers Vol 1: Flotilla Leaders & V/W Class Destroyers* and *A Maritime Review of 2019*.

PHOTOGRAPHS - The World Ship Society has one of the largest and most wide-ranging collections in the world.

BRANCHES - The World Ship Society has over 50 local branches worldwide which hold monthly meetings.

MEMBERSHIP - annual membership of the World Ship Society (includes 12 digital copies of *Marine News* and digital *Supplements* per annum) costs £22. Get a trial digital copy of *Marine News* by e-mailing your name and address to: membershipsecretary@worldshipsociety.org or write to the Membership Secretary, World Ship Society, 17 Birchdale Road, Appleton, Warrington, Cheshire WA4 5AR (UK)

WORLD SHIP SOCIETY MEMBERSHIP HAS NEVER BEEN EVEN BETTER VALUE
www.worldshipsociety.org

CLASSIFIED

PHOTOS

PHOTOTRANSPORT

This NEW website combines
PICTURESHIPS.COM and COLOURRAILPRINT.COM

All of our high quality photo prints, featuring ALL of our different types of transport now in one place! Including the superb Don Smith Collection of passenger/cruise/cargo vessels, tugs and warships.

They are available in prints up to 18" x 12".

Please send £3.95 for list and sample to:

Mr D Smith (sty), 18 Shotley Close, Clacton on Sea, Essex C016 7LJ

or email: mail@phototransport.com

www.photo-transport.com

MEMORABILIA

OCEAN LINER MEMORABILIA for sale. Including White-Star, Cunard, French Line, Royal Yachts and Royal Navy. **Cobwebs**, 78 Northam Road, Southampton. Tel: 02380 227458

SUBSCRIPTIONS

Subscriptions, back issues, binders and plans are available from Shipping T&Y, Tandy Media Ltd, PO Box 302, Bexhill-on-Sea, TN40 9HN, UK

Annual Subscription Rates: UK £51.50, Europe £70, RoW £75

Cheques/money orders in Sterling only please, payable to Shipping T&Y

We also accept most credit/debit cards.

T: +44 (0)203 745 3367 **E:** subs@tandymedia.com

ADVERTISING

Simon Briant, SDB Marketing

T: +44 (0)1273 594455

E: simon@sdbmarketing.co.uk

Shipping T&Y reserves the right to suspend or refuse any advertisement without giving reasons. While every care is taken to avoid mistakes Shipping T&Y cannot be liable in any way for any errors or omissions. Nor can the publisher accept responsibility for the bona fides of advertisers.

DISTRIBUTORS

Seymour, 2 East Poultry Avenue, London EC1A 9PT, UK

T: +44 (0)20 7429 4000 **W:** www.seymour.co.uk

© SHIPPING T&Y 2021

All articles, images and illustrations published in Shipping T&Y are strictly copyright and may not be reproduced in any form or stored in a retrieval system, of any kind, without written permission from the publishers. Opinions expressed by contributors and advertisers are not necessarily those of the editor or publisher.

www.shippingtandy.com

LIVERPOOL SEAFARERS CENTRE

A Lifeline for Seafarers

International Seafarers' Welfare Awards 2019

ISWAN

Voted 'Best Seafarer Centre in the World 2019' at Iswan Awards by seafarers themselves

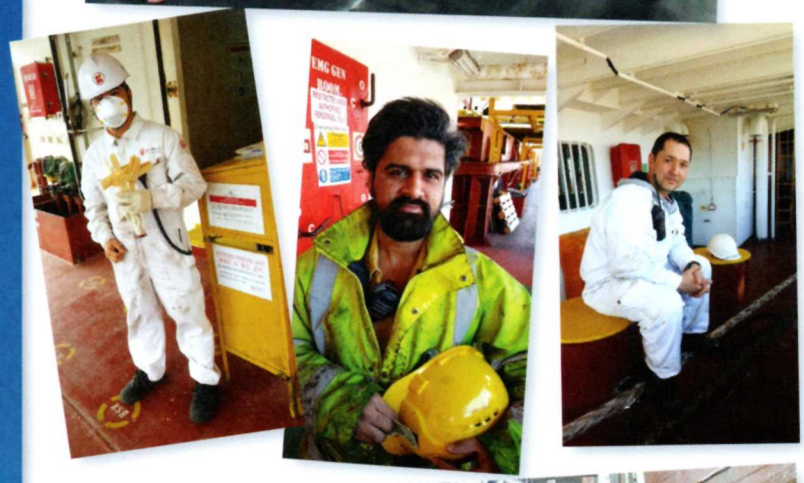
THE WORK OF LIVERPOOL SEAFARERS CENTRE HAS NEVER BEEN MORE URGENT.

CORONAVIRUS HAS LED TO ENORMOUS SUFFERING AND UNCERTAINTY FOR THE WORLD'S 1.5MILLION SEAFARERS.

UP TO 400,000 REMAIN STRANDED UNABLE TO RETURN HOME DUE TO TRAVEL RESTRICTIONS. MANY ARE NOW AT SEA FOR OVER 15 MONTHS, FAR BEYOND THEIR NORMAL 8-11 MONTH CONTRACT PERIOD.

HELP US TO HELP THE THOUSANDS OF SEAFARERS PASSING THROUGH MERSEYSIDE PORTS.

WE ARE AN ECUMENICAL CHARITY AND RELY ON DONATIONS TO PROVIDE PRACTICAL AND EMOTIONAL SUPPORT TO 50,000 SEAFARERS EACH YEAR.



Pictures: Seafarers visiting Liverpool during the pandemic

www.paypal.me/liverpoolseafarers

0300 800 8080 admin@liverpoolseafarerscentre.org

@Liv_Seafarers Liverpool Seafarers Centre

www.liverpoolseafarerscentre.org

Liverpool Seafarers Centre, 20 Crosby Rd S,
Waterloo, Seaforth, Liverpool L22 1RQ

Charity No 1125539 Company No 06526106

DIXON'S MEDALS

(CJ & AJ Dixon Ltd)

Publishers of *Dixon's Gazette*

Four issues **UK £20, Europe £25, USA & Rest of the World £30**

Including airmail postage & packing

Probably the largest listings of British Orders, Medals and Decorations in the world

DIXONS GAZETTE ISSUE 102 DUE FOR RELEASE SUMMER 2021

Charles Smith
14th Light Dragoons

John Curry 32nd Foot
Original Defender K.I.A. Chinut

Owen Burns 3/Rifle Brigade
Member of the Camel Corps

James Moncrieff
93rd (Sutherland Highlanders) Regiment

VISIT OUR WEBSITE - UPDATED DAILY

www.dixonsmedals.com

1st Floor, Rosendale House, 23 Prospect Street, Bridlington
East Yorkshire, YO15 2AE, England
Tel: +44 (0)1262 603348/676877
E-mail: chris@dixonsmedals.co.uk

VISA MasterCard Maestro